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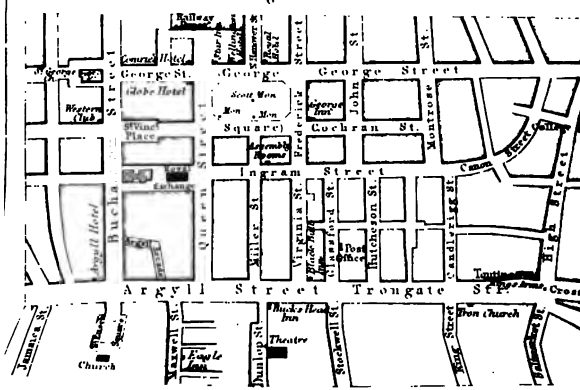

ENTRANCE TO GLASGOW TUNNEL

VIADUCT ACROSS THE UNION CANAL

LINLITHGOW PALACE

ALMOND VALLEY VIADUCT

EDINBURGH BOOKING OFFICE

GUIDE

TO THE

DINBURGH AND GLASGOW RAILWAY,

ISTORICAL, TOPOGRAPHICAL, AND STATISTICAL,

INCLUDING

GUIDES TO EDINBURGH AND GLASGOW:

WITH

AN APPENDIX,

TAINING MISCELLANEOUS INFORMATION CONNECTED WITH THE MOST POPULAR ROUTES AND PLEASURE TOURS THROUGHOUT THE KINGDOM.

ILLUSTRATED WITH MAPS, PLANS, AND VIEWS.

BY

JOHN WILLOX.

EDINBURGH:

JOHN JOHNSTONE, AND W. & A. K. JOHNSTON;

ASGOW, J. LUMSDEN & SON, AND ROBERT WEIR;

LONDON, R. GROOMBRIDGE.

1842.

PRINTED BY MACPHERSON & SYME,
31 EAST ROSE LANE.

TO THE

CHAIRMEN AND DIRECTORS

OF

THE EDINBURGH AND GLASGOW RAILWAY COMPANY,

THIS MANUAL,

DESCRIBING THE MOST STRIKING FEATURES OF THE

MAGNIFICENT UNDERTAKING EXECUTED UNDER

THEIR DIRECTION,

IS

MOST RESPECTFULLY INSCRIBED,

BY THEIR VERY OBEDIENT SERVANT,

THE AUTHOR.

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EDINBURGH.

GLASGOW.

INTRODUCTION.

THE extensive and rapidly increasing intercourse between Edinburgh and Glasgow, and their intimate commercial and social relations, rendered it an object of great moment to facilitate the means of communication between these two cities, by every means suggested by the intelligence of the age. The immense advantages to be obtained by the introduction of Railway Conveyance between these two places and the intervening towns, became an object of early and general admission; and in consequence many projects for effecting so desirable a means of intercourse, were submitted to the public; among others the one now adopted; which, after encountering many difficulties, and much delay, has been at length happily accomplished. Its successful and speedy execution is a matter of national importance, and a subject for national congratulation. The line of country through which the railway has been carried, is one possessing many and obvious advantages. It intersects a tract unsurpassed in mineral wealth by any in Scotland, and covered with thriving towns and villages. It opens up a dis-

trict peculiarly rich in subjects, calling forth historic reminiscences of the loftiest character; and combining in its route a range of enchanting landscapes of such varied interest, as cannot be excelled, if equalled, in any country. By a series of works, —gigantic embankments, stupendous bridges, and terrific excavations,—unparalleled in the history of modern enterprize, the undaunted engineer has succeeded in producing a line of railway, unrivalled in the superiority of its gradients, while the curves and deflections from a rectilineal course are neither abrupt nor frequent. The whole of the works have been executed in the most substantial and satisfactory manner. Safety, ease, and comfort have been secured to the passengers by the most judicious arrangements. Before concluding, it would be unpardonable to pass unnoticed the uniform kindness and polite attention of Mr MILLER, and the other gentlemen, who under his surveillance conducted the works; to one and all of whom I have been much indebted while prosecuting the inquiries necessary to the completion of this Guide.

Objects of Interest to Strangers with terms of Admission.
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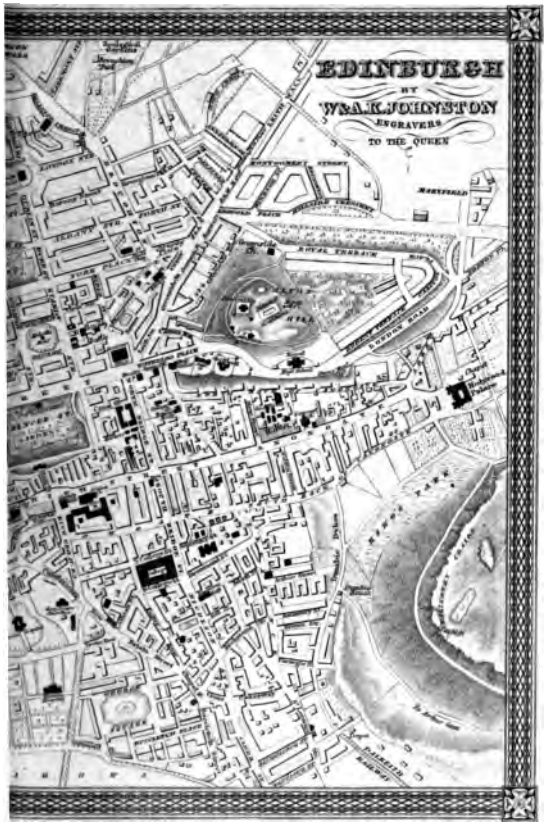
EDINBURGH
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MONTGOMERY STREET
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CALTON HILL
Holyrood Palace
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SALISBURY CRAGS
DALKEITH RAILWAY

THE

EDINBURGH AND GLASGOW RAILWAY.

EDINBURGH.

> Edina, Scotia's darling seat,
> All hail thy palaces and towers.
> BURNS.

THE derivation of the name of Edinburgh, like the origin of the names of many families which lay claim to a remote ancestry, is involved in much obscurity. A mystery which, whether fortunately or the contrary, has not received much elucidation from the numerous and erudite conjectural discussions held forth upon the subject by eager antiquaries, each resolute in supporting his own favourite dogma. The earliest known historical recognition of Edinburgh as a city, is contained in a charter granted by David I. in 1128, in favour of the Canons Regular of Holyrood Abbey, which, among other grants, confers on that body the right to erect a borough between the Abbey church and the town of Edinburgh; this is the burgh of Canongate, of which Holyrood Abbey continued the parish church till a comparatively recent day.

From that charter, it is apparent that Edinburgh, previous to its date, was, at all events, a Royal Burgh, and of some considerable importance, but for what length of time does not appear. The fact, however, of no mention being made in that document of its elevation to the dignity, would justify the inference of its having enjoyed the distinction for a considerable length of time before the existence of that charter, notwithstanding the absence of written testimony in its support; a presumption also receiving some countenance from the well-known fact, that the early records of Scottish history have been destroyed through the malevolent and contemptible policy of Edward I. of England.

As the metropolis and principal seat of the legislative and executive estates of the kingdom, it appears to have enjoyed an eminent celebrity from an early period of our national history. The first Parliament was held in Edinburgh so early as 1215, in the reign of Alexander II., in which year it was also distinguished by being the seat of a Provincial Synod, held by Cardinal l'Aleran, legate of Pope Gregory IX. Subsequently to this period, and up to a very late date, the city was the scene of various of the most important disputes, ecclesiastical and civil, and of many of the rebellious outbreaks among the nobles and ministers of state, which, in too many instances, cast a discreditable shade over our annals.

In 1336, during the attempts of Edward III. to

place Edward Balliol on the Scottish throne, a considerable body of foreign troops, under the Count de Namure, which marched as auxiliaries to the English army, was encountered and defeated at the Borough Moor, situated to the south of the city, by the Earl of Moray, Governor of Edinburgh Castle. The Count's forces were pursued in their retreat towards the city, to which place they had been destined as a reinforcement. In their retreat they were divided into two, one party of which was driven, with great loss, down the street, now nearly obliterated, called the Candlemaker-row; while another was handled with equal severity in its attempts to reach the Castle by St Mary's Wynd. Besides this, the city and neighbourhood has been the scene of many and sanguinary conflicts, occurring both at earlier and more recent dates, during the hostile incursions of the English, the Danes, and the Norwegians; and often occasioned by the yet more disastrous civil wars, arising from the ambition or jealousy of the nobles, whose strife and rapacity darken and disgrace the pages of Scottish history.

The earliest coronation recorded to have been celebrated in Edinburgh was that of James II., who was crowned in Holyrood House in 1438, at the early age of seven years. Amid the commotions and civil broils which distinguished the annals of Scotland about this period, and for which Edinburgh, from its connection with the Court and legislature was at once the scene, and it may be

readily imagined the sufferer, it is gratifying to record, that the humane and honourable treatment experienced by Henry VI., the exiled monarch of England, from the citizens, was such as to draw forth the warm encomiums of that unfortunate prince; and, not long afterwards, their loyalty and devotion to the person of their own sovereign James III., under nearly equally unpromising circumstances, were rewarded by a more substantial mark of royal favour, in conferring on the Lord Provost the rank, title, and escheats belonging to the office of hereditary sheriff within the municipality, together with some important privileges bestowed upon the corporation, among others, a right to exact custom npon several species of merchandize at the Port of Leith. These facts are more worthy of record, from the circumstance, that in those days to be unfortunate, and more especially to be unfortunate, and a prince too, were generally considered passports to any thing rather than claims upon humanity, or introductions to the interchange of good feeling and protection.

Edinburgh, from its prominent importance in the state, was naturally the scene of many striking events in the progress of the Reformation, the witness of acts at once foolish and discreditable,—scenes in which, as in other religious controversies, the advocates of both sides unfortunately allowed zeal far to outrun discretion, mutually exasperating each other, instead of attending to the kindlier and more imperative duties

of religious observance, until the disputes unhappily reached the point of not merely threatening the peace of the country, but had absolutely involved a state of anarchy in the nation, which was wound up to the absurd height of inducing some of the leading teachers of the reformed doctrines to anathematise the person, and suspend the functions of the Queen Dowager as Regent of the kingdom. These extravagancies occurred shortly before the accession of the unfortunate Queen Mary, and give indications of a state of society from which the horrors, guilt, and disasters which lowered over the national destinies, during the reign of that ill-starred monarch, might reasonably have been anticipated.

Among the numerous incidents which occurred in Edinburgh, during the residence of James VI., not the least remarkable was the attempt of that weak-minded, though well-intentioned prince, to still the strife of ambition, by a reconciliation towards each other of his factious and self-agrandising nobles. This desirable event was to be effected according to the conceit of the king, by making the nobles assemble at a splendid banquet held in the palace of Holyrood House, and insisting upon those most hostile to each other, to walk arm in arm to the cross; he must have known little of the reckless spirit of the fiery barons, who expected to control their fierce passions by such silken bonds. The results of this notable project which was carried into execution in 1587, as might

readily have been conceived, were as short lived as the truce must in many instances have been hollow and insincere. Not long after the last recorded event, Edinburgh was threatened with an absolute withdrawal of the royal countenance, in consequence of a serious dispute between the king and the reformed ecclesiastical body; the misunderstanding ended in a riot on the part of the populace, and a severe disturbance and perturbation of the royal equanimity, a quality for which King James was at no time very remarkable in any case of real or imagined danger. The court, the College of Justice, and the assembly of the barons, were withdrawn from Edinburgh by royal edict, and concentrated at Linlithgow. After various negociations, however, the king was pleased to revoke his declarations of hostility, and again to take into favour his rebellious subjects the citizens of Edinburgh, not before he had threatened to raze the city from the face of the earth, and erect a pillar in its place, as a terror and example to all turbulent burghers, who might attempt in future to contradict or thwart the royal inclinations. Yet in order to effect the reconciliation, the town was compelled to submit to several derogatory conditions, one of the least palatable of which was the payment to his majesty of twenty thousand merks as a fine. These religious disputes, and fantastic, yet often sanguinary broils, continued with varying results, but generally tending to the *establishment* of a pure and settled form of Pres-

›yterian Christian worship, which was at last hap-›ily and fully effected, after the struggles and :ontentions of nearly two centuries, marked by a ›eries of outrages upon all the feelings of propriety, and which set at nought the most valued and sacred privileges of social life.

The year 1736 was remarkable in the annals of the city by the formation of a conspiracy, whose designs were executed with a degree of cool intrepidity, and a completeness of success unusual in the history of popular commotions. This was the famous Porteous Mob, celebrated in colloquial tradition among the gossips of the last century, and now rendered classic in its narrative, as well as deeply interesting in its history, by Sir Walter Scott's glowing picture in the well-known tale of "The Heart of Mid-Lothian," where it is delineated with a faithfulness of incident, and minuteness of detail, rarely if ever equalled. The circumstances may be thus briefly recounted.—John Porteous, Captain of the City Guard, having in an unwarrantable manner ordered his men to fire upon the populace assembled to witness an execution, several individuals were killed and wounded: he was apprehended, tried, and condemned to be executed for the crime; but, by the indulgence of Caroline, Queen of George II., he was reprieved. Popular indignation was excited by the belief that the protection of the Government was thrown over all who took part against the people of Scotland,—an unfortunate prejudice

to some extent borne in countenance by the shelter afforded to the perpetrators of the disgraceful massacre of Glencoe, and some other more recent circumstances, which either favoured or appeared to prove the truth of this fatal ingredient of popular faith. The populace determined that even the royal clemency should not protect Porteous from the vengeance due to the offended law. The gates of the city were accordingly seized in the twilight of the 6th of September; the soldiers in garrison in the Castle were excluded from the town, the gate at the Castlehill proving suitable for this purpose. The Tolbooth was broken open, the culprit dragged from his hiding-place to the usual scene of execution in the Grassmarket, a distance of nearly half-a-mile, and ignominiously hanged, the conspirators dispersing in quietness and security before the general business of the day had called the slumbering citizens to their respective employments. So cautiously, yet securely, had the leaders of this daring enterprize conducted their design, that no trace was ever found of the principal participators in the act, notwithstanding the offer of honours and large rewards held out by the Government for the discovery of the chief actors in the tragedy.

During a brief period, Edinburgh was the scene of festival, hilarity, and an attempt at regal pomp, while it constituted the head-quarters of Charles Edward, in 1745, in his rash and ill-conducted efforts to regain the throne from which his ances-

tors had been expelled. At this time, Holyrood was ghastly radiant with an ominous and short-lived festivity. The splendours of a court were again revived under more peaceful and with happier auspices, in 1822, on the occasion of a visit to the Scottish metropolis by George IV., when the city literally glittered with pageants, and rang with tumultuary joy.

Since the rebellion of 1745, Edinburgh has risen greatly in wealth, importance, and architectural beauty, having added an extensive town to the north, and another to the south of her ancient boundaries. The new portion, particularly that to the north, known by the name of the New Town, containing streets, squares, and public buildings, not surpassed in elegance, comfort, and substantiality, by those of any portion of the empire; embracing schools of learning, and academies of art, public libraries, and places of amusement, amply stored, and liberally accessible; together with all which ministers to the taste of refined luxury, or can gratify the more circumscribed desires of intellectual enjoyment.

A few of the more prominent and interesting objects of both the Old and the New Towns, we shall now proceed to notice in detail, commencing with the Castle, as the one most imposing in appearance, and most interesting to the stranger,—as the one whence the best view of the whole can be obtained at a glance.

THE *CASTLE OF* EDINBURGH is situated at the

western and upper extremity of the rocky ridge which formed the principal portion of the Old Town, and is built on an insulated and precipitous knoll of basalt, measuring on the surface about seven English acres. The summit of the rock is 383 feet above the level of the sea; the only practicable access being by the east. Between the Old and New Barracks it contains accommodation for 2000 troops, besides magazines and ample room for warlike stores. On first entering the defences, we cross a dry ditch, defended by two small batteries, connected with the outer works by a drawbridge; pursuing a winding path after passing the old gate of the fortress, we reach the New Barrack Square, having the Governor's house in front, and the Argyle Battery on the right, from which an extensive and delightful view of the city may be obtained; still following the same tortuous path, we come to the Half-moon Battery, on which is placed the flag-staff, in close contiguity with the Old Barrack Square, containing the once Royal Apartments, now, in part at least, degraded to the office of the Canteen. In this portion of the fort is also situated the CROWN ROOM, the repository of the last emblems of independent Scottish Royalty: here also are the apartments occupied by Queen Mary, in one of which was born her only son, whose birth was an event of the greatest consequence to the British Islands, as in his person were united the sovereignty of *the British* kingdoms,—a permanent stop put to

the intestine wars which had devastated both countries,—and the way paved for those peaceful achievements which have raised the united nations to the rank of the first empire of the civilised world. The Castle, although in modern warfare a place of little strength, was, during the earlier periods of its existence, a place of great importance, and the scene of many fierce and sanguinary contests. One curious fact of its history, is the right granted by Robert III. to the burgesses of Edinburgh to erect houses for themselves within the Castle, having free access to the same without fee or limitation, beyond that of being persons of good fame. Among the numerous objects of interest in which the Castle abounds, those probably of most general appreciation are the Regalia,—for the gratuitous inspection of which an order may readily be obtained on application at the Council Chamber, in the Royal Exchange. THE REGALIA consist of the Crown, which is of pure gold, enriched with diamonds, and other precious stones of great value; it is of beautiful workmanship, and elegant in design:—the Sceptre, which is of silver, richly double gilt, is upwards of two feet in length, terminated by an antique capital of embossed leaves, and surmounted by a crystal globe 2¼ inches in diameter, topped with a large oriental pearl of rare beauty and magnificence:—the Sword of State, which was a present from Pope Julius II., whose name is indented on *the blade* in gold letters, to King

James IV. is five feet long, elegantly made, with a handle and pommel of silver, gilt; the scabbard is of crimson velvet, and very richly ornamented:—the Rod of office belonging to the Lord Treasurer, although not, strictly speaking, connected with the Regalia, is kept and shown along with the rest; it, also, is of silver, gilt. The whole were discovered in February 1818, deposited in a massive oak chest, which was opened by commissioners appointed by the Crown, chiefly, it is believed, at the earnest and repeated solicitations of the late Sir Walter Scott. MONS MEG is another of the attractions to be found in the Castle; it is a large and clumsy piece of antique ordnance, nearly 20 inches diameter in the bore; it is a built gun, and, in consequence of some of the hoopings having given way, is entirely useless as a weapon. Mounted on a new carriage, it is to be seen peering over the highest battlement: the situation commands an extensive and most delightful view. From it may be seen in a clear day the BASS ROCK, famous as a state prison, and, as such, the place of confinement for many of those who suffered martyrdom in the good cause of the Reformation;—CARBERRY HILL, celebrated as the spot of separation between Queen Mary and her crime-stained paramour Bothwell;—the beautiful and delightfully situated towns of MUSSELBURGH and PORTOBELLO, and the magnificent sweep of Aberlady Bay. To the north, the hills of FIFE shut *up the view;* and on the south, the distant LAM-

MERMOOR and PENTLAND Hills hem in the extensive amphitheatre. On the esplanade of the Castle Hill there has been erected a bronze statue in memory of the late Duke of York: it is awkwardly situated, but that is of little consequence, being only an indifferent work of art.

At the eastern extremity of the High Street is the CHAPEL ROYAL and PALACE OF HOLYROOD. The Palace is an extensive quadrangular edifice, having considerable pretensions to architectural beauty; and interesting from the associations it is calculated to awaken. At first selected by the monarch from its proximity to the Abbey, as a place of peculiar sanctity, it passed in rapid gradation through all the stages of change to gross licentiousness and prostrate exhaustion—in turn a house of piety, the scene of revelry, the haunt of woe—the dark abode of courtly and ecclesiastical intrigue—the theatre of strife—the shelter for the assassin—it has now dwindled into the quiet, almost lifeless abode of a few individuals indulged by the Crown with permission to occupy apartments within its precincts. At the north-west corner of the court, the most ancient portion of the building, are the apartments allotted to his Grace the Duke of Hamilton, as hereditary keeper of the palace; to the east of which is the PICTURE GALLERY, the place in which are held the elections of the Scottish representative Peers. It contains numemerous portraits of the ancient Kings of Scotland, and *may, like most* of the interesting portions of

the building, be seen on payment of a small gratuity to the keeper. Closely adjoining the Picture Gallery are the apartments of QUEEN MARY, including the chamber in which her favourite Rizzio was murdered in her presence. On the east side are the apartments belonging to the Marquis of Breadalbane, and several others. The south side is chiefly occupied by the state rooms fitted up for the use of George IV. on his visit to Edinburgh, and the dwelling of the Earl of Strathmore. There are several private collections of pictures in the Palace, containing works of considerable merit. THE CHAPEL ROYAL was a place of much celebrity in ancient times, and was once of great extent and beauty. There now remains only the Nave,—the Choir and Transepts having been entirely swept away. It is still used as a place of burial, and contains the royal vault, in which was buried James V. An excellent account of the Chapel and Palace was published a few years since by H. Courtoy, beadle of the Chapel Royal, written by James Macmillan, Esq. The work contains much valuable information upon all subjects connected with Holyrood House. Holyrood is remarkable as almost the only existing entire royal residence in Scotland. It is also used as a place of sanctuary for debtors, who may enjoy the unmolested freedom of the King's Park and Arthur's Seat for their exercise and recreation.

But we must return again to the Castle Hill, *at the east* end of which is at present in the course

of erection, a splendid gothic building for the accommodation of the GENERAL ASSEMBLY of the Church of Scotland, it is to be surmounted by an elegant spire 240 feet in height: a little below this, opposite the head of Bank Street, is the COUNTY HALL, closely adjoining to the LIBRARY OF THE WRITERS TO THE SIGNET and the Courts of Justice, to inspect which, the visitor has only to walk in and look around. Immediately to the south of the Library of the Writers to the Signet is situated the LIBRARY OF THE FACULTY OF ADVOCATES: it has long been celebrated for its valuable collection of rare and scarce works, particularly unpublished manuscripts. In the middle of the street stands the metropolitan CHURCH OF ST GILES, it is a large building with an open crown spire of extreme beauty and lightness; the church, and in particular the tower, is of remote antiquity; the whole exterior, however, with the exception of the tower have been recently renewed. This church is remarkable as the scene of the most strirring events which accompanied the Reformation, particularly of that one which in 1637 banished Episcopacy from Scotland, when attempted to be introduced by Charles, and again in 1643, when within its walls the Solemn League and Covenant were subscribed and sworn to by the Estates of Parliament, the Commission of the Church, and the English Commissioners. To the south of St Giles stands THE PARLIAMENT HOUSE, originally built for the meetings of the Scottish

Parliament; it was begun in 1632, and finished in 1640 at an expense of nearly £12,000 Sterling. The principal Hall in which the Parliament met is that now appropriated to what is called the Outer-House of the Court of Session, and is the only portion which retains its original form; it is 122 feet long and 49 feet in width, having an elegant arched oak roof; it contains a statue in white marble by Chantrey of the late Lord Melville. Other apartments have been added from time to time for the accommodation of the other branches of the Courts of Justice. In THE PARLIAMENT SQUARE, as it is called, from being the locality of the Parliament House, and which square was nearly totally destroyed by fire in November 1824, stands an exceedingly well designed and equally well executed equestrian statute of KING CHARLES II. Opposite to the east entrance of this square is THE ROYAL EXCHANGE, in which is situated the COUNCIL CHAMBERS, being the place of meeting for the civic rulers of the city. A little below the TRON CHURCH which stands at the corner of the SOUTH BRIDGE, on the same side of the High Street is the SCOTTISH MINT, one of the memorials of national independence stipulated for with much care in the "Articles of Union," but one which has been realized only in name. Almost at the head of the Mint Close, but opposite, stands in a tottering and ruinous condition the HOUSE OF JOHN KNOX, the celebrated reformer of the Scottish Church.

Returning up the street, and taking the first wide turn to to the right, we continue north by the NORTH BRIDGE, till we come in front of the REGISTER HOUSE, situated in Prince's Street; it is the receptacle for all the public archives in Scotland, being in that respect nearly similar to the State Paper Office in London; besides these, however, it contains registries of the decisions of all the courts, local and general throughout Scotland, all transfers of heritable property, mortgages, wills, leases, and, in short, every species of legal document. It is a large, commodious, and elegant building, and is completely fire-proof. At a short distance east, on the opposite side in Waterloo Place is the STAMP OFFICE, a large and substantial edifice. Still a few paces eastward, on the same side, is the POST OFFICE, another fine building, although pretty generally considered not very happily adapted to the purposes for which it was intended. Pursuing still an easterly direction we come to the JAIL, a strong and formidable looking structure; directly opposite to which is a broad flight of steps leading by an easy path to the summit of the CALTON HILL, from which may be obtained many most delightful views of the city and adjacent country. On the Calton Hill is situated the EDINBURGH OBSERVATORY, a chaste and beautiful structure of Grecian architecture; it is under the management and control of the Astronomer Royal, and forms a fitting adjunct to the University. Besides this the Calton Hill is the appropri-

ate receptacle of the NATIONAL MONUMENT, a temple designed to be a perfect representation of the Temple of Minerva at Athens, of which, however, only a few pillars of singular beauty, and a portion of the architrave are as yet completed. NELSON'S, DUGALD STEWART'S, and PROFESSOR PLAYFAIR'S, MONUMENTS also contribute to the adornment of the upper portion of the hill. On its south-eastern side, overlooking the ABBEY OF HOLYROOD, is situated THE HIGH SCHOOL, a splendid building of the Doric order. As a seminary of learning, the Edinburgh High School has long been famous; nearly opposite to it is the chaste and beautiful monument to the memory of BURNS, designed by Thomas Hamilton, Esq., who was also architect for the High School; the monument contains a marble statue of the poet, from the classic chisel of Flaxman.

Returning along the road towards the town, we pass the REGENT ARCH, between the Post and Stamp Offices, and arrive at the THEATRE ROYAL, opposite to the Register House; it is a plain building, with a covered colonnade of no great pretensions in front; and is under the management of W. H. Murray, Esq., who maintains a respectable company, which he occasionally augments by a star from London; the same gentleman is also lessee of the ADELPHI THEATRE, in Broughton Street, so that he has a complete controul over the theatrical amusements of the city, which, however, it is only fair to state, he arranges with a strict

attention to their perfect respectability. Continuing the stroll westward by Prince's Street, till we come to the third division on the right, we find ourselves opposite to the spot on which are going forward active operations for the MONUMENT TO SIR WALTER SCOTT, the immortal author of Waverley, and the enthusiastic admirer of Edinburgh, whose antiquities and local beauties he has celebrated in his never-dying pages; the monument is to be a Gothic structure of 180 feet in height, supported on a groined arch, under which is to be placed a marble statue of the bard and novelist. To the west of this, at a little distance, is the ROYAL INSTITUTION BUILDINGS, at the north end of the Earthen Mound; it is truly a splendid edifice, designed by W. H. Playfair, Esq., of the Doric order, and contains the Galleries for the Works of Art belonging to the Board of Trustees for the Encouragement of Arts and Manufactures in Scotland, supported by funds arising out of the forfeited estates, and consisting of a magnificent collection of casts from the antique sculptures of Greece and Rome, to inspect which, it is only necessary to walk up stairs any day between eleven and three o'clock, and inscribe the visitor's name in a book kept for the purpose in the Gallery. In the same place, under the controul of the same Board, is a School of Design, taught by W. Allan, P.R.S.A., Thomas Duncan, R.S.A., and Charles H. Wilson, A.R.S.A., in which establishment a considerable number of students, gratuitously, re-

ceive instruction in drawing and the elements of design. Here also are exhibited the various manufactures sent in competition for the premiums annually offered by the Board. The same building also affords accommodation for the annual exhibition of the Royal Scottish Academy of Painting, Sculpture, and Architecture. The Royal Society, the Antiquarian Society of Scotland (whose Museum may be seen during two days of the week by an order obtained from any of the members), and the Royal Society of Arts, are also furnished with apartments in the same building. The view from this point is striking and unique, having the bristly ridge of the High Street, with the massive rock and picturesque buildings of the Castle for a back ground, while, in the far west, the eye is gratefully caught by the pinnacled tower of St John's Chapel (Episcopal), and the spire of St Cuthbert's Parish Church. Turning to the north from Sir Walter Scott's Monument, we are brought into St Andrew's Square, in the centre of which is a lofty column, surmounted by a statue, to the memory of the late Lord Meville; on the east side of the square, in front of the Royal Bank of Scotland, is a fine bronze statue of the late Earl of Hopetoun, by Thomas Campbell; leading out of this square, to the west, is George Street, a noble street in every respect, broad, level, adorned with fine buildings, and of great length. The view from the square along this street is beautiful in the extreme, the elegant spire of St

ANDREW'S CHURCH, rising with graceful lightness, first arrests attention, which is again successively attracted by Chantrey's statues of GEORGE IV. and WILLIAM PITT, with the ASSEMBLY ROOMS between them, the vista terminating by the impressive beauty of ST GEORGE'S dome, on the west side of CHARLOTTE SQUARE, in the extreme distance.

To the north of George Street, the town slopes with considerable declivity towards the sea, affording lovely views of the shores along the FORTH and the OCHILL and GRAMPIAN HILLS; together with sites for numerous lordly and magnificent streets, the principal of which run parallel to each other in a direction nearly north-east and south-west. Among the most important of these, QUEEN STREET claims pre-eminence; it is a noble terrace, nearly three quarters of a mile in length, terminating on the west between CHARLOTTE SQUARE and MORAY PLACE, two gorgeous areas, encompased by edifices striking in grandeur and architectural magnificence, and ending on the east in LEITH WALK, nearly opposite the ascent to the ROYAL TERRACE, on the north side of the Calton Hill. Fronting Queen Street is HERIOT ROW, probably the most complete and beautiful as an architectural whole of any street to be found in Edinburgh; and having fine gardens in front.

To the south of the High Street the most important and the most striking objects are the buildings of the UNIVERSITY, containing, besides ample

and commodious class-rooms for the Professors, an extensive and beautifully fitted up Library, in which are kept a small, but excellent, collection of Pictures, bequeathed to the University by General Erskine of Tory, access to which may be easily obtained, on application at the Council Chambers for an order; a valuable Natural History Museum, to which admission is obtained on payment of a small fee. The interior quadrangle of the University is unsurpassed in classic beauty of architecture, while its exterior is characterized by grandeur and impressive dignity. Close by the University, a little to the east, is situated the ROYAL INFIRMARY; and a little farther south, is the Museum and Hall of the ROYAL COLLEGE OF SURGEONS, a building of elegant proportions and great beauty, access to which may be obtained by an order from any of the Fellows of the College. Turning westward by the south side of the University, and holding the line of the OLD CITY WALL, at the distance of rather better than a quarter of a mile, we come to GEORGE HERIOT'S HOSPITAL, on the right hand, one of the most valuable institutions in Edinburgh. Its founder having amassed great wealth as Goldsmith and Jeweller to James VI., and leaving no family, bequeathed his ample fortune for the purpose of maintaining and educating the sons of decayed burgesses of Edinburgh; there are 180 boys in the hospital, who receive instruction in English, Latin, and Greek, with other branches of a

liberal education, over and above which, they receive £10 per annum during their apprenticeship. The present income of the foundation, about £14,000 annually, being considerably above what is requisite for the immediate purposes of the Hospital, an act of Parliament was lately obtained to enable the Governors to build and endow Schools in all the city parishes, for the gratuitous education of children of the poorer class of citizens, six or seven of which have already been built, and are now in active operation, in which betwixt 1800 and 2000 children are furnished with books and all the requisites of education. Strangers are admitted to visit this magnificent institution two days of the week, by applying at the Treasurer's Chambers, Royal Exchange, for an order. Immediately to the south of Heriot's stands GEORGE WATSON'S HOSPITAL, in which about 80 boys, the sons of decayed Edinburgh Merchants, receive a similar education and provision with those of Heriot's; still farther west, a little to the north, we come to the head of the WEST PORT, one of the ancient suburbs of the city, and a Burgh of Barony, shortly beyond which is the LOTHIAN ROAD; turning to the north by which, we regain PRINCE'S STREET, in front of St John's Chapel; on proceeding about half a mile farther west from St John's, through ATHOLL and COATES CRESCENTS, we arrive at the BOOKING-OFFICE of the EDINBURGH AND GLASGOW RAILWAY COMPANY, an elegant and commodious building, of *two storeys*, with a handsome colonnade

front, immediately behind which is the large shed for the accommodation of passengers. It is a singularly elegant erection, and admirably adapted to its purpose: its dimensions are magnificent, being upwards of 220 feet in length and 80 feet in width; the roof is of iron, and richly ornamented, supported on sixty handsome cast-iron columns, beautifully enriched with appropriate capitals; they are arranged in three rows, the effect of the whole being exceedingly picturesque and pleasing. In addition to the shed, there are ample and numerous Waiting-rooms, together with every accommodation for the convenience and comfort of passengers. About a furlong west from this is the Shed for locomotive-engines; and Tank for filling the tenders, which is supplied with water from a well sunk in the depot, raised by a fixed steam-engine of six horse-power, which is also used for the purpose of blowing the smiths' forges, and other useful operations. Here also are situated the workshops belonging to the Company, between which and the Passengers' Shed are ample goods-sheds, carriage-sheds, and an inclined plane for loading and unloading of goods, waggons, carriage and horse trucks, &c. The whole area of the Depot is about nine acres, and is admirably suited for the purposes of the Railway.

Besides these institutions already enumerated, there are many others of various kinds: among the charitable, there are the Merchants' Maiden's, *Trades' Maiden's*, John Watson's, Calvin's, and

the Orphans' Hospitals, for the education and maintenance of children; Trinity and Gillespie's Hospitals, the Edinburgh, Canongate, and St Cuthbert's Charity Workhouses, for the support of the aged and infirm poor, a Lunatic Asylum, an Asylum for the Industrious Blind, and an Institution for the education of the Deaf and Dumb. As places of amusement may be mentioned, the Botanical, the Experimental, and the Zoological Gardens. The principal Banking establishments are the Royal Bank of Scotland, British Linen, National, Edinburgh and Leith, and Western Banks in St Andrew's Square; the Bank of Scotland and Savings Banks in Bank Street, head of the Mound; Commercial Bank and Sir W. Forbes & Co., High Street; and the Eastern Bank in Hanover Street.

LEITH—The Port of Edinburgh, is situated on the small river of the same name, distant nearly two miles north of the city. It was originally held in the most rigorous and injudicious subordination to the metropolis; to such an extent was this absurd feeling of superiority carried, that none were permitted to conduct any sort of traffic in the port but the citizens of Edinburgh, who, by an equally preposterous regulation, were prohibited from adopting an inhabitant of Leith as a partner in business. Happily, however, these unseemly indications of "the wisdom of our ancestors" have given way to the genial influences of a more enlightened and more *generous policy*. The independence of Leith

is now thoroughly recognized, and, in conjunction with Portobello and Musselburgh, she contributes her influence to the legislature. The trade of Leith, although long important, has not increased in proportion to her rise in the political scale, mainly owing to the very bad entrance to the harbour. There are admirable and commodious Docks, which have recently been constructed from designs by the celebrated Rennie, but only a portion of his plans being carried into effect, the value of them is abridged to a very considerable extent.

It is proposed to connect this port with the Edinburgh and Glasgow Railway, by a branch, taken from the present terminus, or from the contemplated one under the North Bridge. A considerable portion of this latter branch is nearly completed, under the name of the Edinburgh, Leith, and Newhaven Railway, another branch of which is intended to be prolonged to the Harbour at Granton, about two miles farther up the Forth, from which a ferry to Burntisland is intended to connect it with a Railway through Fife, bringing the Edinburgh and Glasgow Railway into communication with the north-east of Scotland.

Leith is the site of a considerable mannfacture in glass, soap, sugar, and flax-yarn; it has also extensive breweries. The tonnage belonging to the port of Leith in 1831 was 23,094 tons, chiefly employed in trading to the west of Europe, the East Indies, and China, besides a large trade with London, and the intermediate ports.

From Edinburgh. From Glasgow

0 On leaving the Depot, and commodious 46
sheds belonging to the Company, we proceed in a straight and nearly level line for several miles, through a fertile and highly cultivated country, thickly studded with mansion-houses, villas, pleasure grounds, and extensive farms. Indeed, in coming from the west a more fascinating approach to a large city can hardly be imagined, than the extensive plain intersected by this portion of the Railway. The city stretches out on either hand in sweet and pleasing undulations; the bold and abrupt magnificence of the Castle, with its stately and imposing buildings, form a picturesque and graceful centre to the picture, which, to the right, is bounded by the varied outline of Arthur's Seat, and on the left sweeps in easy declination to the sea;—offering to the eye a lovely combination of dome and pointed spire, of serried terraces, and noble streets. About a quarter of a mile west, at a little distance on the south or left hand side, we pass Dalry House, the property of James Walker, Esq., enclosed within a belt of aged and lofty trees, beyond which is visible North Merchiston; a little farther on is Dalry Mills, situated on the right, directly over and beyond which we catch a glimpse of the pictu-

Ascent 1 in 5280

Descent 1 in 5280

From Edinburgh. From Glasgow.

Ascent 1 in 5280

resque and elegant towers of the Orphan Hospital, on the rising ground between which, and the eye, it is intended to build, from a splendid design by W. H. Playfair, Esq., architect, another hospital for the education and maintenance of poor children, founded and endowed by a princely legacy bequeathed for that purpose by the late James Donaldson, Esq., many years proprietor and printer of the Edinburgh Advertiser Newspaper, a gentleman who owed most of his ample fortune to his own intelligent and successful enterprise and industry; who leaving no family at his death, adopted as his heirs, the children of the unfortunate poor, and has added another to the many munificent educational establishments, which form so legitimate a subject of gratulation to the citizens of Edinburgh. Closely adjoining the line, to the left, a quarter
1 of a mile farther west, is the farm of 45
Damhead, between which and Balgreen, also on the same side, the Railway crosses the Water of Leith, by a substantial stone bridge of three arches, near the small village of Gorgie, the tall chimneys of which will readily strike the eye of the passenger. At this village an extensive trade in the manufacture of buff leather for *soldiers'* accoutrement-belts was carried

Descent 1 in 5280

om Edinburgh. From Glasgow.

on during the late war, and Gorgie was in consequence a thriving neighbourhood, but since the peace has caused a diminution of the demand for this article, the importance of the village has gradually decreased; it is however still the site of a considerable trade in the manufacture of glue and tanned leather. A short distance farther west, peering through the wood may be seen the mansion-house of
2 Saughton Hall, the property of Sir J. G. 44
Baird; it is a picturesque building of the Elizabethan style. It is now converted into a private lunatic asylum. Still farther to the left the scene is closed in by the bold, but not rugged nor abrupt outline of the Pentland Hills, with the graceful arches of the Slateford Aqueduct, forming an interesting object in the middle distance. On the right the view is beautiful in the extreme, the gentle eminence and sylvan crowned summit of Corstorphine Hill, bedecked with the delightful villas of Belmount (Lord Mackenzie), Beechwood (Sir David Dundas, Bart.), and Corstorphine Hill (Alexander Keith, Esq.), form a balance to the Pentlands, and complete the fascination of a cultivated landscape, rich in all the varieties of hill and plain, of rural and of urban features. A quarter of a mile farther

Ascent 1 in 5980

Descent 1 in 5280

From Edinburgh. From Glasgow.

west we pass Carrick Knowe on the right, about half a mile beyond which, we leave the parish of St Cuthbert's, and enter that of Corstorphine, near the

CORSTORPHINE STATION.

	Miles.	Fur.	1st Class.	2d Class.	3d Class.
Distant from Edinburgh,	2	4	8d.	6d.	4d.
Distant from Glasgow,	43	4	7/6	5/6	3/9

At the distance of about three-quarters of a mile north from the line, lies the village of Corstorphine, with its venerable church, grey with the visitations of time, and interesting from its historical associations. Beautifully situated at the foot of the south-western slope of a richly wooded hill, this delightful village, which was once the residence and property of the Lords Forrester of Corstorphine Castle, whose lordly mansion, now entirely demolished, stood a little to the south-west of the church, was, towards the close of the last century, a place of fashionable resort for the wealthy inhabitants of Edinburgh, who repaired thither in great numbers to drink the waters of a mineral spring close by, the water of which was at that period held in much esteem for its medicinal virtues. The village was also noted for a peculiar preparation of milk, known in the vicinity by the name of Corstorphine cream, a species of delicacy at one time greatly in vogue. The beauty of the vicinity, combined with the gaiety of a favourite watering-place in such close contiguity to the metropolis, could not fail in ren-

dering it a point of peculiar attraction. Accordingly, we find such then to have been its popularity, that stage-coaches ran between it and Edinburgh eight or nine times a day during the week, and four times on Sundays, while, at the same period, the communication by coach between Edinburgh and Glasgow was only twice a-week. But, alas! for the mutability of fashion; the fountain which, at that time to the district was truly a well of rejoicing, is now totally destroyed, and the gaiety and prosperity of the neighbourhood consequent upon its celebrity have fallen. Instead of the continuous bustle of fashionable intercourse between it and the capital, which once distinguished this lovely spot, the only conveyances are those furnished by the Glasgow and Stirling coaches, passing through the village on their way to and from the metropolis; a source of excitement which in its turn will now be rapidly absorbed in the greater convenience and increased celerity of movement offered by the Railway. Thus another mutation of circumstances will be accomplished in the history of this unobtrusive locality, deeply involving its apparent and its real interests within the limited experience of two generations.

The present church, which has been lately repaired, is an interesting structure, and a beautiful specimen of Gothic architecture. It was founded in 1429, and was built on the ruins of one dedicated to St John the Baptist, which had existed at a much earlier period, and was, it has been said,

a priory of the Knights of St John: it is mentioned by King David I. in a charter by which, in 1128, he bestows the chapel, which it then was, along with the Kirk of St Cuthbert's, upon the Canons of Holyrood Abbey. As the church at present stands, the beauty of its interior has been much impaired by what are called modern improvements; it contains several monumental effigies in marble, now unceremoniously pushed out of view; they are chiefly in commemoration of members of the noble family of Forrester, which seems to have been one of considerable importance, and to have occupied a conspicuous niche in the history of the fourteenth and fifteenth centuries. The chiefs of this family, as already mentioned, were the lords paramount of the village and neighbourhood for several centuries. After various changes of fortune, however, the superiority at last passed out of the family, the direct succession, in the first instance, as not unfrequently happens, by marriage, and ultimately by imprudence on the part of its possessors. James, one of the last of the Lords Forrester, was an ardent loyalist, and being an active agent of that party during the turbulent times of the Commonwealth, he was singled out as an object for the vengeance of Cromwell, who imposed on him the then exorbitant fine of £2500 sterling, and, not content with this severity, overran and devastated his estates. These proceedings having ruined his fortunes, he abandoned himself to a life of dissipation, and became

a prey to the most dissolute habits. A quarrel having ensued between him and one of his paramours, the wife of an Edinburgh merchant, a woman of licentious and ungovernable passions, who meeting him near the pigeon-house of the castle, returning home from the village hostelry, where, as was too frequently the case, he had been present at a drinking match, after he had broken an assignation with her; he being inebriated, and she infuriated at his neglect, some mutual upbraidings passed between them, when, in a moment of frenzied excitement, she snatched the sword from his side, and killed him on the spot. This event took place on the 26th August 1679. The pigeon-house still stands, and may be seen between the Railway and the village, close beside a solitary sycamore tree; it is looked on by the rustics with a sort of mysterious dread, on account of the gloomy tradition connected with the annals of its locality; but the baronial castle, with its once proud and lordly owners, have passed away, and their broad domains, after numerous changes, are now the property of Sir Robert Keith Dick of Prestonfield, Bart.

From Edinburgh.		From Glasgow.
3	Proceeding from the Corstorphine Station we pass in rapid succession Broomhouse, South Goil, Culton, and Redheughs, on the right, catching cursory glances on the left of Sighthill and Hermiston, and onwards through a portion of the parish	43
Ascent 1 in 880		Descent 1 in 800

From Edinburgh. From Glasgow.

4 of Currie, till, after crossing Gogar Burn, we enter the parish of Ratho, and are attracted by the woods and mansions of Gogar Green and Gogar Bank, on either side of the line, with the beautiful grounds of Milburn Tower, the property of Miss Liston, at rather more than a mile's distance from the Railway on the right. Immediately beyond Mill Burn Tower is the mansion and grounds of Hanley, or, as it was originally designated, Gogar Camp, the seat of J. M. Melville, Esq. These grounds, which are beautifully situated, are remarkable as the site of a battle fought between Oliver Cromwell and General Leslie, in which the latter so completely frustrated the plans of Cromwell, that he hastily withdrew his forces to his camp at Musselburgh. The spot is still known to the old inhabitants by the name of the "Flashes," a designation, it is said, to have received from the brilliant explosions of a species of artillery which was first brought into use on the occasion of this engagement by Leslie. The whole district within the northern and southern range of vision, and extending from Corstorphine to beyond the valley of the Almond, is highly interesting to the antiquary, or to the generally intelligent inquirer, from the circumstance that it con- 42

Ascent 1 in 880

Descent 1 in 880

Ascent 1 in 880

tains the remains of many ancient encampments along a very considerable tract, or rather throughout the whole range of it; one of which, situated on the South Platt Hill, rather better than a mile to the south of the Railway, and near Ratho House, was destroyed about thirty years ago, and was found to contain many relics of very remote antiquity. There have likewise been dug up, at various periods, large numbers of stone coffins of a uniform character, similar to those which have been discovered in different localities of Scotland, and with which the vicinity of Edinburgh appears to abound, having a particular affinity with those found at Largs, in Ayrshire, where it is historically known that the Norwegians buried their dead, slain in an unsuccessful engagement with the Scots under Alexander III. The most general conjecture assigns the origin of these encampments and places of sepulture to the invasions of the Norsemen in their predatory incursions; but their abundance, together with the numerous remains of important and apparently permanent military stations scattered throughout the district, some of which, indeed, exhibit evidence of having been long under occupation, favour the impression that they have belonged to a race whose possession of the

Descent 1 in 880

From Edinburgh. From Glasgow.

Ascent 1 in 880

neighbourhood, although it may have been temporary, could not have been very transient, notwithstanding that there is no historical record in existence by which we can trace either the period of their occupation, or the land of their nativity.

Immediately after passing Gogar Bank, the property of Sir William Fettes's trustees, where it is intended to build an hospital for the education of children, to be called the "Fettes Institution," on the opposite side of the line, we come to Gogar Cottage, a short distance beyond which is
5 the mansion of Kallerstane, belonging to 41
W. Whyte, Esq.; nearly half a mile beyond this we pass a belt of plantation near Rodinlaw, and a little farther on arrive at Ashley, the property and residence of W. H. Brown, Esq.; after which, a quarter of a mile brings us to the bridge
6 across the parish road leading to Ratho, 48
and proceeding onwards through an open country, along the slope of a gentle eminence, commanding a beautiful view of the flat lands to the northward, and beautified on either side, with distant hills, and adorned with villas and plantations, we pass in rapid succession East Norton, Norton Old Mains, and, on the opposite side, Norton Cottage, the property and *residence* of Alex. Berwick, Esq., between

Descent 1 in 880

From Edinburgh.		From Glasgow.
7	which and the villa of Hillwood Cottage, is situated	39

RATHO STATION.

	Miles.	Fur.	1st Class.	2d Class.	3d Class
Distant from Edinburgh,	7	0	1/4	1/	8d.
Distant from Glasgow,	39	0	7/	5/	3/6

About a mile to the south of Ratho Station is Ratho, a small and comparatively unimportant village, near which is situated Hatton House, long the property of the Earls of Lauderdale, but now annexed to the estate of Dalmahoy, the property of the Earl of Morton, in whose possession is the bible which belonged to his ancestor the Regent; it is conjectured by some to be the only complete copy of the original Scotch Parliamentary Bible. He has also an original portrait of Queen Mary, a good work of art, executed, it is believed, during her confinement in Lochleven Castle, for George Douglas, who so chivalrously assisted her escape. The same nobleman has in his possession the original warrant for the imprisonment of Mary in Lochleven Castle, signed by the Lords Atholl, Morton, Glencarne, and Mar, together with others; their signatures are so arranged as to leave it dubious whether the first name attached to this perilous document was that of Atholl or Morton. There are many warlike remains of antiquity in the neighbourhood of Ratho, consisting of encampments, places of burial, and other relics *similar* to those already described.

From Edinburgh. From Glasgow.

Ascent 1 in 880

Descent 1 in 880

Leaving Ratho Station behind, we proceed through a small but beautiful plantation, which at this point forms the boundary of Ratho parish, on emerging from which, the panorama presented to the eye may indeed be rivalled, but can hardly be surpassed, whether looked on merely for its external beauty, or in connection with its interesting history. To the right, the eye ranges in delighted survey over the extensive and fertile fields of the three Lothians. In the extreme north-west, the Grampians raise their gigantic barrier, enclosing by their rugged ramparts the vale of the Forth, with the meandering shores of Clackmannan, Fife, Linlithgow, Edinburgh, and Haddingtonshires, washed by the transparent and placid waters of the Frith, between and which the old tower of Kirkliston church rears its unpretending form, soliciting attention to its tale of interesting suggestions and time-honoured reminiscences. The church, which is of great antiquity, was erected, it is believed, during the early part of the twelfth century. It originally belonged to the Knights Hospitallers of St John of Jerusalem, a body which at one time held extensive possessions here and in the neighbourhood; their principal Preceptory being at Torphichen Priory. They

7½ 38½

From Edinburgh. From Glasgow.

Ascent 1 in 880

had also other habitations at no great distance, besides that already mentioned at Corstorphine, all of which, however, were absorbed by the rapacious nobles at the period of the Reformation. The church, the ancient name of which was Temple Liston, appears to have been one of great elegance and beauty before it was defaced by the modern application of stone and mortar, misnamed improvements and repairs; at least so far as can be judged by the doorway, the only part retaining its pristine form, and even it has been so improved as to be built up and nearly half-buried in the process: it is richly decorated by massive and spirited ornaments, sculptured in a bold and vigorous style, but by modern changes the name and almost the remembrance of its former greatness have passed away, with the possessions of its once imperious masters,—a circumstance affording to the moralist food for speculating on the instability of all the accessories of human pomp. A short distance to the south-west of the church is the ground occupied nearly a month as a camp by Edward I. of England, waiting the arrival of his fleet with provisions and stores detained at sea by adverse winds, in 1298, on his route to *Falkirk*, where he completely

Descent 1 in 880

From Edinburgh. From Glasgow.

vanquished the Scottish army, although commanded by the valiant Sir William Wallace, whose plans and exertions were thwarted by the disaffection and jealousy of the Scottish nobles, many of whom chose rather that their country should become the degraded province of its conqueror than that it should owe its independence to the patriotism and skill of one not of their own order,—so fatal oftentimes are the dictates of the imbecile and narrow-minded prejudices of caste.

About half-a-mile beyond the point of
8 emergence from the wood, immediately in 38
front is seen the immense embankment and stupendous viaduct bridge across the Almond valley, which it spans by a range of forty-five lofty arches. There is a grandeur in the bold sweep of its curve altogether a novelty in bridging, while the graceful beauty of its half-hundred arches presents a *coup d'œil* which, in point of elegance, substantiality, or extent, may challenge comparison with the proudest engineering trophies of Roman achievement. This bridge, which is one of the most extensive, as it certainly is the most striking undertaking on the line, consists, as already stated, of forty-five arches, some of which are ninety feet in height: it is *curved in* the form of the celebrated am-

Ascent 1 in 880

Descent 1 in 880

From Edinburgh. From Glasgow.

Ascent 1 in 880

phitheatre at Rome, to the exterior of which, indeed, it bears some slight resemblance. It is upwards of five-eighths of a mile in length, flanked by an embankment of better than half-a-mile long at each end; that at its western extremity being ninety feet in depth, and requiring little short of half-a-million cubic yards of earth for its formation. The bridge, which is of stone, contains about 1,105,000 cubic feet of substantial masonry. The whole, including both embankments and the excavation for half-a-mile beyond Winchburgh Tunnel, were executed by Messrs Gibb and Son of Aberdeen, the well-known bridge builders, at a cost of about £130,000 Sterling; and taking into consideration all the particulars requisite for the accomplishment of this contract, it forms one of the most astonishing achievements of modern skill and enterprize.

The view from the top of the bridge on either hand is beautiful in the highest degree. To the left, in glancing up the valley, the woods of Clifton Hall (the property of Sir Alexander Maitland Gibson, Bart.), attracts the first attention, which is immediately afterwards arrested by the lofty and fine arches of the Union Canal Aqueduct *across* the Almond; between

Descent 1 in 880

From Edinburgh. From Glasgow.

Ascent 1 in 920

the eye and which may be noticed respectively the sweet rural seclusions of Linn's Mill, on the Clifton Hall estate, and Bird's Mill, on the opposite side of the river (the property of the Earl of Hopetoun, one of the most uncompromising opponents of the Railway), which alternately rushing and gliding towards the spectator, in picturesque and varied loveliness, completes the fore-ground of a scene of singular fascination and loveliness, closed in by the distant Pentland Hills. A little to the west, about a mile from the Railway, lies the pleasant village of Broxburn. To the right the view is equally splendid, and much more extensive. On a clear day may be seen, in the extreme distance, the rugged peaks of Shehallion and Ben Cruachan, together with Ben Voirlich and Benledi, in the western districts of Perthshire, a little nearer than which last may be distinctly seen Dhumyat, the highest in the Ochil range, and the East and West Lomonds, and Largo Law in Fife, with the lovely arm of the sea running along their base; almost at our feet Hallyards Castle at Old Liston just peers its head above the trees with modest and inquiring gaze; a little off may be seen the village of Newbridge, *where the* Glasgow road crosses the Al-

Descent 1 in 920

From Edinburgh. From Glasgow.

mond, and still farther on is the farm of the Haugh, to the left of which is the noble mansion of Newliston (the property of James M. Hog, Esq.), built by John Earl of Stair, celebrated as the most polite nobleman in Europe of his day. It rises in stately pride from among the deep embosoming wood, and is remarkable for having its lawn covered with plantations arranged in the order of battle observed by the armies at Minden, which was fought and the victory won by the illustrious founder of this fine residence. In 1725, this patriotic nobleman rendered greater, or at least less questionable service to his country, and earned a better title to its gratitude, by the introduction of an improved system of farm-husbandry, than is to be found in the blood-stained laurels of the battle-field;—he introduced the use of the drill-plough, and the cultivation of cabbage and turnips in the open field, till then unpractised and unknown in this quarter. Looking back towards the east, we obtain the last view of Edinburgh, surrounded by her circling hills and wide expanse of sea; and rushing rapidly along the embankment already mentioned, catching hurried glimpses of the adjacent country, we pass the road to Broomhouse, and plunge into what may be termed the

Ascent 1 in 920

Descent 1 in 920

9½ 36½

From Edinburgh. From Glasgow.

Winchburgh cutting. At this point we have gained an altitude of forty-two feet above the level of the Edinburgh depot, in a distance of nine and a half miles, being upon the whole a rise of little more than fifty-four inches in a mile,—a rate of gradient the difference of which from a perfect level is so trifling as to be scarcely discernible. The length of the excavation now about to be entered on is nearly four and a half miles, and in some places between fifty and sixty feet in depth: it includes a tunnel through Winchburgh Hill
10 of almost a quarter of a mile long. About 36
half-way between the commencement of the cutting and the tunnel stands Niddry Castle, close to the Railway, on the right hand side, once belonging to Lord Seyton of Seyton, now entirely in ruins. It is the property of the Earl of Hopetoun, and was within a recent period the place from which a British peerage was derived; the title of Baron Niddry of Niddry being conferred on the brother of the late Earl of Hopetoun. It is interesting to the artist as a remarkably fine ruin; and to the antiquary it offers additional claims of interest, as the first resting-place of Queen Mary after her flight from Lochleven Castle. She was conducted to this castle as a place of safety by Lord Seytoun, the

Ascent 1 in 880

Descent 1 in 880

gallant Earl of Wintoun, and slept here on the 2d of May 1568, on her route to join her adherents at Hamilton. It now offers a sad contrast to its then lordly state, and warder-guarded portals,—its walls, roofless and rent by time and neglect, afford shelter only to the rooks and owls which, as tenants, have succeeded the stalwart barons and the royal dames who in its palmy days held court or council here. Immediately on passing this

> Shatter'd time-worn tower,
> Once gaily graced by beauty's bower,

we are precipitated into the Winchburgh cutting, nearly sixty feet in depth throughout, and extending to the great length of four miles and a half, through a capriciously mixed mass, singularly interesting to the geologist, consisting of sand, clay, sandstone of the coal-formation, whinstone, and blaes or bituminous shale, mingled with coal, lime, ironstone in balls, iron-pyrites, and lead. In cutting the Tunnel, a vein of this last metal was discovered, unusually rich in the quantity of silver it contains. In consequence of the peculiarly inclined position of the underlying blaes, several extensive slips of the sloping sides occurred in this cutting, which occasioned considerable detention, and much *additional* outlay in the opera-

Ascent 1 in 660

Descent 1 in 880

From Edinburgh. From Glasgow.

tions. Wherever these took place, they were faced up with strong retaining-walls of very substantial mason-work. A tun-
10½ nel through Winchburgh Hill occurs here, 35½
the first met with on the line in travelling from Edinburgh: it is eight hundred and thirty yards in length; slightly curved in its form. From its great extent, as well as the obdurate nature of the materials perforated, it was necessarily a work of great labour and expense. Almost immediately on emerging from the Tunnel, close upon the eleventh mile-post, we come to

WINCHBURGH STATION.

	Miles.	Fur.	1st Class.	2d Class.	3d Class.
Distant from Edinburgh,	11	0	2/	1/6	1/
Distant from Glasgow,	35	0	6/3	4/6	3/

Winchburgh is a small village, which derives its principal claim to consideration from being a posting-station on the Edinburgh and Stirling road, and once was remarkable for the cultivation of bee-husbandry. It contains a post-office, and assumes some consequence from having a favourite coursing-ground in its vicinity. It is likewise the rendezvous for steeple chases, for which sports the undulating nature of the neighbouring ground renders it peculiarly suitable. These two *species of* pastime are the means of attracting to *the village* a number of gentlemen, admirers of

such exercises, from Edinburgh and the adjoining towns, who would otherwise find few allurements offered by it to their notice. The Union Canal passing close by, Winchburgh has assumed some consequence as a sort of *entrepôt* for canal-borne coal brought from the west for consumption in the neighbourhood. It is situated on the south acclivity of a considerable eminence, the tunnel for the Railway passing right through below it. At the distance of little more than a mile to the north of Winchburgh stands Duntarvie Castle, which, at one time, as well as Niddry Castle, was the property of the noble family of Seytoun, Earls of Wintoun, who held considerable estates in this vicinity, now almost entirely belonging to the Earls of Hopetoun.

From Edinburgh.		From Glasgow.
	After leaving the Winchburgh Station,	
11	we traverse a narrow stripe of Dalmeny	35
	parish, in passing from the parish of Kirkliston into that of Abercorn, and still walled in by overhanging precipices of excavated rock, we sweep past Priest	
12	Inch and Craigton. The whole district	34
	opened up to view by this Herculean cut abounds in valuable minerals, or the indi-	
Ascent 1 in 880	dications of their presence at no great distance. It would not be easy to assign a satisfactory reason why a rich mineral field like this should be left unexplored. Now, *however, that its* existence and wealth have	Descent 1 in 880

From Edinburgh. From Glasgow.

been clearly demonstrated,—the range of country being intersected by a navigable canal, and enjoying the incalculable advantages of railway communication,—it surely is more than merely to be hoped that this additional source of individual and of national wealth will be made available to the uses of public enterprize, and applied to the purposes of general prosperity. And thus may we venture to hope, that the opposition offered by its proprietor to the operations of the Railway Company, in a most uncompromising spirit, will be repaid to him by a tenfold harvest of advantage, instead of, on the old principle returning opposition by vindictive and exterminating warfare. From the thirteenth milestone, where it has attained an altitude of sixty-three feet above the Edinburgh depot, the Railway falls to the westward for five miles, at the rate of one foot in one thousand and fifty-
13½ six. On leaving the excavation, the Rail- 32½
way enters the parish of Linlithgow, near Westfield, about thirteen miles and a half from Edinburgh, and running on in a direction nearly parallel with the Union Canal, passing East Pardovan on the left, and West Pardovan on the right, through a delightfully varied country, we arrive at the village of Park, situated on the

Descent 1 in 1056

Ascent in 1056

m Edinburgh. From Glasgow.

banks of the Canal. The view from the Railway along this tract is exceedingly fine. On the north and north-west the Grampians and the Ochil Hills close in the extreme distance, while here and there are to be seen sweet glimpses of the Frith of Forth, peeping over and between the wooded knolls with which the fertile plain is richly studded. At about a mile to the north is the Binns, the property of Sir J. G. Dalyell, Bart. It may be noted by the tall tower used as an observatory, situated on the top of a gently rising hill, surrounded with wood. It was once the property of the celebrated Meldrum of the Binns, who, in 1517, during the minority of James V., was converted by severe wounds, received in a somewhat unintelligible fray, from being a blustering, fighting squire into a skilful surgeon; at least so sayeth that authentic bard and chronicler Barbour. The land rises gradually to the south in beautifully wooded undulating hillocks, the southern view being terminated by the Pentlands, now sunk into a scarcely perceptible wavy ridge, which fringes the horizon; the bolder line of Binny Craig rising somewhat abruptly in the fore-ground. The country all around is a sweet and smiling landscape, *redolent* of rustic contentment.

31

30

Descent 1 in 1056

Ascent 1 in 1056

From Edinburgh. From Glasgow.

Descent 1 in 1056

and a bounteous liberality of soil. Opposite to Woodcockholm, which is situated a little to the south of the line; directly before us, but still at a considerable distance, the eye first rests on the spire and ruined Palace of Linlithgow, the desolate scene of departed regal splendour,—one of the favourite and most cherished residences of our ancient kings. The view from this point is striking and picturesque, to the poetic imagination, the natural beauty of the country, is enhanced by the rushing tide of proud recollection—a feeling of shadowed greatness swells upon the memory—crowded with the glittering pageants of chivalry, forgotten and gone by, the halls of minstrelsy, now silent and deserted, or awakened only to the echoes of the twittering bat in its twilight flight, dark and drear as the doom of the ruinous though once proud palace, are again peopled by the faded visions of the past;—the swan still floats majestic on the loch as her stately progenitors have done of yore, but her royal owner and his glories are departed; his princely halls are desolate.

Majestic in thy ruin shapeless pile,
Fond mem'ries linger o'er thy fateful fame,
For round thy fretted walls and moss grown aisle,
Tradition's halo consecrates thy name.

Ascent 1 in 1056

From Edinburgh. From Glasgow.

Proceeding with rapid whirl, another mile brings us almost into contact with the venerable pile at the

LINLITHGOW STATION.

	Miles.	Fur.	1st Clas.	2d Class.	3d Class.
Distant from Edinburgh,	16	4	3/	2/3	1/6
Distant from Glasgow,	29	4	5/3	3/9	2/6

Linlithgow, the county town of West Lothian, is a royal burgh of very ancient creation. In former times, as one of the favourite residences of the Scottish kings, situated nearly midway between Edinburgh and Stirling, it was a place of great importance. Its situation is delightful: in the bottom of a sweet valley, sheltered by the rise of gentle hills, it enjoys the fertility of a good soil, well cultivated. To the traveller, Linlithgow offers many sources of attraction. Long in intimate connection with the Court, its manners necessarily partook of the liberality of polished life; and accordingly, we find it was early celebrated for hospitality to strangers, numerous intimations of which feeling are still retained in the shape of inscriptions on the wells, for which Linlithgow enjoys a proverbial celebrity, and on old houses. In form the town may be described as consisting of a long, tortuous, and irregular street, chiefly formed by the gables, instead of the fronts of the houses, most of which are turned to the numerous narrow lanes or closes running off at right angles on both sides. The street has the additional singularity of

being narrowest in the middle or principal portion.

The only manufacture of any importance carried on here is that of tanned leather, introduced, it has been said, for the use of Cromwell's soldiers, when in the neighbourhood. Be this, however, as it may, there is now a brisk demand for the article, which constitutes the staple commodity and mainstay for the industry of the inhabitants, a good many of whom, besides, are employed in making boots and shoes for the Edinburgh market. Linlithgow is likewise the site of an extensive distillery.

Not far from the centre of the town, on the margin of a fine lake of considerable magnitude, stand the ruins of the Palace and the magnificent Cathedral, the most striking objects in the place, as they certainly are those from which, and their connections, spring almost the only importance of the burgh. The origin of the palace, a large and elegant quadrangular building, is unquestionably of great antiquity, although it seems rather more than doubtful whether it was much used as a royal residence antecedent to the accession of the Stuart family to the throne, about the middle of the fourteenth century; yet it is well known to have been a royal castle at least two centuries earlier. The oldest part of the structure, which was originally a peel tower, is on the west side, and there seems to be good grounds for believing, *that the* walls of that part still standing are those

which had been rebuilt or repaired by Edward I., and used by him as one of the citadels intended for the support of his usurped dominion in Scotland, from whose hands it was rescued in the autumn of 1313, a few months after the battle of Bannockburn, by a stratagem planned and executed by William Binnock, the original progenitor of the Binnings of West Lothian. It was dismantled by king Robert, in pursuance of the policy by which he sought to exterminate the English influence in Scotland, by destroying their strongholds in all the accessible portions of his kingdom. The blessings of comparative peace restored to the town the advantages of the royal residence, which, however, were again interrupted in 1414, by the almost total destruction of the palace and church, along with a considerable portion of the town, by fire; after which, however, being a favourite abode of the Stuarts, on account of the facilities afforded by the neighbourhood for the royal sports of falconry and hunting, it was rebuilt with greater splendour than before. The refined taste of the gallant and courtly James IV. seems to have originated the most magnificent portion of the building, including a very elaborately ornamented entrance. In a small chamber on the west side of the edifice, the unfortunate Queen Mary was born, a few days before the death of her father, which bequeathed to the fated infant that uneasy diadem he himself had worn with varying fortunes. *There is a tradition* that in a secret vault under

this chamber, James III. found shelter for three days, when in danger of being assassinated by some of his rebellious subjects. James VI. had a great personal liking for Linlithgow, and completed the palace, by erecting the north side. A conclusion to the vicissitudes of the habitable palace of this ancient and favourite town, occurred through the carelessness, or, as some say, the malevolence, of Hawley's dragoons, on the 31st January 1746. A party of these troopers being quartered in the principal apartments of the palace, after their disgraceful and dastardly flight from Falkirk, a fire originated among the straw used as bedding for the soldiers. Apprehensions of this calamity being entertained from the culpable negligence of the men, "A lady of the Livingstone family, who had apartments there," says Sir Walter Scott, "remonstrated with General Hawley, but he treated her fears with contempt. 'I can run from fire as fast as you can, General,' answered the high-spirited dame; and with this sarcasm took leave for Edinburgh. Very soon after her departure, her apprehensions were realised; the Palace of Linlithgow caught fire, and was burned to the ground. The ruins alone remain to show its former splendour."

Immediately to the south of the palace, between it and the town, in an almost equally ruinous condition, stand the remains of the once stately Cathedral. The date of its origin cannot be fixed *with precision*, but circumstances afford good

grounds for a very fair presumption, that it was founded and endowed by that distinguished and most devoted church builder David I., at least, we find him in a charter bestowing a grant of *his free church* of Linlithgow, upon the Prior and Canons of St Andrew's. This magnificent fabric was consecrated in honour of the Archangel Michael, but was subsequently corrupted by monkish legendary tradition, into the less elevated title of St Michael. It was originally of great splendour and extent, and is remarkable as the scene in 1503 of that mysterious warning conveyed to James IV., against his intended expedition into England, which terminated so disastrously for the monarch, and for Scotland, on the memorable field of Flodden.

The king being seated at prayers in the church, a man came to him, attired like a wayfaring pilgrim, and at the close of the service unceremoniously said, "Sir king, my mother has sent me to thee, desiring thee not to go where thou art purposed, which if thou do, thou shalt not fare well in thy journey, nor none that is with thee; farther, she forbade thee, not to mell or use the counsel of women, which if thou do, thou wilt be confounded and brought to shame." Having delivered this uncourteous and ominous message, he suddenly disappeared no one knew whither. The circumstances attending the delivery of the admonition are so fully authenticated by those who were both eye and ear witnesses of its occurrence,

that we cannot refuse credence to their statement, notwithstanding the attempted dash of the supernatural wherewith the tale has been embellished; the story is so well supported by concurrent testimony, that Sir Walter Scott, with his customary sagacity, remarks, "we have only to choose between a deception and a supernatural appearance;" the former alternative, it must be confessed, affording by far the most ready solution of the two. A portion only of the east end of this noble edifice is used for the purposes of religious exercises, the western portion, in which the above mentioned incident occurred, being left vacant and unemployed.

On the 23d of January 1570, Linlithgow was the scene of one of the most deliberate, and, considering the rank of the parties, and all the circumstances of the case, one of the most extraordinary assassinations on record. This was the murder of the Regent Murray, by Hamilton of Bothwellhaugh. The story, although often told, may be briefly recounted. Hamilton's estates having been confiscated for the share taken by him in behalf of Queen Mary, after her escape from Lochleven, in the attempt to regain her throne, which terminated at the unfortunate battle of Langside, the estate of Woodhouselee in Mid-Lothian, which he acquired by marriage, was also taken from him and bestowed on some favourite of the Regent. The new owner, with a barbarity highly characteristic of the times, taking immediate possession, turned out on

a winter midnight, without shelter to retire to, or proper coverings to protect her from the storm, Hamilton's unfortunate but unoffending wife, then scarcely convalescent after her acouchement. The result of this harsh proceeding was, that the reluctant morning dawned in the woods upon the unpitied victim of this cruelty, a hopeless and incurable maniac. Hamilton vowed revenge upon the Regent, as the author of this calamity, and a fearful vengeance he executed. Knowing that Murray was to pass through Linlithgow, Hamilton posted himself at the window of a wooden balcony which projected into the street; having secured every access to the house, and posted a fleet horse in the garden behind, he quietly waited the approach of his victim, and with a carabine shot him in the belly; the ball passing right through, killed the horse of a gentleman who rode on the other side of him. Hamilton immediately betaking himself to his horse, while the Regent's followers endeavoured to force into the house, by incredible exertions eluded his pursuers, and fled into Clydesdale, whence he ultimately escaped into France. The Regent died of the wound the same night. This narrative contains a melancholy picture of the period: the most resolute and heroic devotion to a cause, however bad, seems to have been largely impressed upon the semi-chivalrous feeling of the day, and to have been the strong incentive on the part of Hamilton to engage in acts, which, however reprehensible in themselves, in his eyes, at

least, were justified by what he deemed a sacred duty. Certainly if provocation can at any time palliate crime, he was constrained to plead provocation of no ordinary, and no trifling character.

Linlithgow at one time ranked among its inhabitants a large number of the Knights Hospitallers of St John, several of their houses remaining to this day, the principal Preceptory of the order, being as already stated, at Torphichen, a village about five miles south of this town. Torphichen, like Holyrood, enjoyed a right of sanctuary for criminals and debtors, the sacred territory extending for a mile in every direction from the priory. The Preceptory Church is now a ruin, its extensive temporalities having merged at the Reformation, by a curious process of theological alchemy into the private property of the family of Sandilands, now Viscount Torphichen, the then Grand Master being of that family, and becoming a zealous instrument for the propagation of the reformed faith.

From Edinburgh.		From Glasgow.
18	On leaving the Station at Linlithgow, the Railway proceeds along and above the south back of the town. At about a mile and a half west we arrive at the valley of the Avon, and enter the parish of Muiravonside, and county of Stirling. Nearly the whole of this parish is underlaid by fields of coal and ironstone, both *of which* minerals are extensively work-	28

From Edinburgh. From Glasgow.

Ascent 1 in 1056

ed. Connected with the working of these, we find the following curious remarks occurring in the New Statistical Account of Scotland, just published: "The only foul air known in the coal-pits is choke-damp or carbonic acid gas. It rises when the barometer falls. On the night of the 27th November 1838, when the Teviot and other streams disappeared from their channels, the rush of this air into the coal-pits was greater than the oldest miners ever knew of in this district." The same work also bears honourable testimony to the great improvements achieved in the agriculture of this district by means of improved internal communication, clearly demonstrating, in opposition to certain theorists, that increased facilities of intercourse are beneficial to every class of the community. The valley is crossed by an elegant yet stupendous and substantial Viaduct Bridge, second only in extent to that which sweeps across the valley of the Almond. It consists of twenty lofty arches, of great and justly admired beauty. The bridge being upwards of a hundred feet above the river, commands a very extensive view. To the right, at the distance of a quarter of a mile, stands the village of Linlithgow Bridge. Both bridge and village are of comparatively modern origin,

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From Edinburgh. From Glasgow.

having been built by Alexander Earl of Linlithgow in 1650. A little beyond this
18 village may be seen the Forth, with ship- 28
ping gliding o'er its placid waters—the deep glen of the Devon in the Ochil Hills —the lofty Grampians rearing their rugged crests high into the clouds—and a little to the west Stirling Castle, backed and over-topped by the summit of Benlomond, closes in the view. On the left, the panorama, although not so extensive, is equally interesting and beautiful. The eye travelling over a fertile and richly wooded valley, interspersed with sheltered holms and wooded knolls, studded with villas, is arrested by the picturesque arches of the Canal Aqueduct, which, leaping from the deep embossoming woods, springs with airy grace across the ravine, and shrouds itself again in a sylvan shade of equal richness and beauty on the other bank of the stream, near Manuel Holme. Pursuing still the same or nearly the same line of observation, a fine guiding point for the eye is obtained by the slender and gracefully proportioned chimney-stalk for the fixed engine on the Slamanan Railway. From the Viaduct, which is within two miles and a half northward of Torphichen Preceptory, already mentioned, may also be seen about half a mile

Ascent 1 in 1056

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From Edinburgh. From Glasgow.

up the river, the ruins of Manuel, or, as it was originally designated, Emmannel
18 Abbey, anciently a convent of Cistertian 28
nuns. It was founded by Malcom IV. in 1156, and consecrated to the Virgin. In 1292, the Prioress Christina, and in 1296, her successor Alice, swore fealty to Edward I. of England at Linlithgow. Early in the minority of James V. a battle was fought nearly opposite to this nunnery between the Earls of Angus and Lennox for the regency of the kingdom, and the custody or rather mastery of the King's person. In this battle which was fought in 1526, the Earl of Lennox was defeated and slain. Along in front of this point, for a considerable distance, the bank of the Avon exhibits the remains of ancient fortifications on the ridge, consisting of triple entrenchments, which have much the look of three parallel roads fronting towards the north-east, extending from Linlithgow Bridge a good distance to the south-west. There have been a good many stone coffins dug up in the vicinity of these defences; so numerous, indeed, as to leave no room for doubt that this has been a station of great warlike importance, and the scene of fiercely contested strife, but whether the conflict was maintained by the original Celtic *inhabitants* of the district against

Ascent 1 in 1056

Descent 1 in 1056

From Edinburgh. From Glasgow.

the Roman or Danish invaders of the province, or in opposition to the Scots in their advance against Camelon, a position long vigorously defended, it is not now an easy task to determine; but, from the total absence of Roman relics, it seems not unreasonable to conclude that that warlike people had no immediate or direct share in the slaughter. Not far west from the Viaduct is the Windmill Farm, so called from having had a windmill erected on it, the dismantled tower of which forms a striking and conspicuous object closely adjoining to the Railway. A short distance after passing the tower, we enter a pretty deep cutting through a bog, imbedded in the soil of which have been discovered at different times various diluvial relics. Among the number were the fossil skull and antlers of an elk, an animal long extinct in this quarter of the globe. About half-way between the nineteenth and twentieth mile-posts, on the left hand, completely buried in the wood, stands Almond Castle. This fabric, which is of great antiquity, was originally, and indeed is still to some extent known as Haining Castle. It is said to have been built by the Crawfords of Haining, who claim to be descended of that Crawford who, early in the twelfth

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Ascent 1 in 1056 Descent 1 in 1056

From Edinburgh. From Glasgow

Ascent 1 in 1056

century, rescued King David I. from the attack of an infuriated stag, on the spot where Holyrood now stands; the Abbey of which was erected in commemoration of this great deliverance. One of the same family was Abbot of Holyrood and Lord Treasurer of Scotland in the reign of James III. The castle was transferred by marriage to the family of Livingstone in 1540, and continued in that family till the name was changed to Almond Castle in 1633, when the second son of the Earl of Linlithgow was created a Baron by that title. It is now a total ruin, but bears incontestible evidence of the masonic skill with which it was con-

20 structed. On passing the twentieth mile- 26

post, we enter the parish of Polmont; and, after traversing two cuttings of considerable length and depth, we arrive at

Descent 1 in 1056

POLMONT STATION.

	Miles.	Fur.	1st Class.	2d Class.	3d Class.
Distant from Edinburgh,	21	4	3/9	2/9	2/
Distant from Glasgow,	24	4	4/6	3/3	2/3

Polmont is an insignificant village on the road between Linlithgow and Falkirk, about half a mile to the northward of the Railway. Although containing the church, and bestowing its patronymic on the parish, it is not by any means the most important village of the district, two others,

named Bennetston and Redding, claiming precedence in population, and all other matters excepting religious instruction. To some, this village will doubtless assume an extrinsic value of no trifling importance, from the fact that the church has been erected on the ancient Roman wall of Severus, commonly known by the name of Graham's Dike. This parish, like those adjoining it on the east and west, is peculiarly rich in mineral wealth, the working of which engages the attention of most of the population.

From Edinburgh. From Glasgow.

Ascent 1 in 1056

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After leaving Polmont Station, we proceed through a level tract for a considerable distance, passing on the right the village of Redding already mentioned. It is the property of the Duke of Hamilton, who carries on an extensive colliery close by it. The coal, which is of excellent quality, is of two kinds, the soft and the splint; the seams vary in thickness from thirty-four inches to five feet; they are worked by about three hundred individuals, and are raised to the surface by steam-engines of considerable power; they are then conveyed by means of railway inclined planes to the Canal, where they are shipped for the Edinburgh market. A short distance to the south of Redding, on the top of the hill, is an erection called Wallace's Stone, on a spot to which

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From Edinburgh. From Glasgow.

some traditions assert Wallace retired, disgusted with the disputes for precedency which had taken place among the Scottish commanders before the fatal battle of Falkirk in July 1298; but from which he fell back upon and joined the main body of the troops opposed to Edward, on the approach of that monarch. An easy and much more probable solution of the mystery may readily be obtained by the supposition, that Wallace used this eminence as a reconoitring ground, commanding as it does a full view of the country as far east as Linlithgow; and that he retired with intelligence of the route the invader had assumed, and consequently the point at which the attack might be expected. The stone itself is said to be of modern origin, and indeed bears no great evidence of antiquity, at least, of antiquity so remote as the thirteenth century. At rather less than a mile beyond Redding, leaving the parish of Polmont, we enter that of Falkirk, and proceeding through a sweetly diversified country, pass, about three-quarters of a mile farther on, the Glen Burn, a brawling hill streamlet with rugged banks of great beauty, and approach the base of Callander Hill, through which we are carried by a tunnel of rather better than half a mile in length, and an open

Ascent 1 in 1056 | Descent 1 in 1056

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From Edinburgh. From Glasgow.

Ascent 1 in 1056 Descent 1 in 1056

cutting of nearly the same extent, including both the ends. This was necessarily a work of great labour and much difficulty. In its progress an extensive variety of minerals was discovered, but such only as the district was previously known to contain in very considerable abundance; including many kinds of sand and lime stones, ironstone, iron in nodules, and pyrites, veins of silver, copper, lead, and cobalt ores, and coal; together with trap rocks in considerable quantity, and of various sorts. Near the middle of the tunnel a very fine fossil tree was found imbedded in a stratum of beautiful white sandstone, the trunk which was very perfect, and eighteen inches in diameter. The time from commencing the building of the tunnel till its final completion, was twenty

24 months. This Tunnel, like the others on 22

the line, is a built arch throughout its whole length. It is brilliantly lighted with gas, manufactured by the Railway Company at a point nearly a mile west from the western extremity of the tunnel, on the south side of the line, and closely adjoining the north bank of the Union Canal. At the same place also, are situated forty-four coke ovens, arranged in two double rows, of eleven each row, built back to *back*. In these the coke made use of along

From Edinburgh. From Glasgow.

Ascent 1 in 1056

the line is manufactured. Almost immediately on emerging from the recesses of the tunnel, we pass under an oblique bridge conveying the road from Falkirk by Parkfoot, and continuing through the open cut of the hill, we arrive at its conclusion, at an elegant, well built, and commodious house, with sheds for the convenience of passengers, and containing a shop neatly fitted up for the sale of biscuits, confectionary, and other unexciseable refreshments, a great convenience, as all the passenger-trains going in either direction, stop here four minutes for taking in water and fuel; this is the

Descent 1 in 1056

FALKIRK STATION.

	Miles.	Fur.	1st Class.	2d Class.	3d Class.
Distant from Edinburgh,	24	4	4/6	3/3	2/3
Distant from Glasgow,	21	4	4/	3/	2/

About three-quarters of a mile northward, and considerably below the level of the Station of the same name, stands the town of Falkirk, an extensive and thriving market town, having four annual cattle fairs of great magnitude, which are denominated Trysts. It is irregularly built, consisting of one principal street of tolerable pretensions, and a great many tortuous lanes branching off from it, turning and twisting in all directions. Besides its cattle markets, Falkirk is also important as the *site of very* considerable manufactures; the

chief of which, it may readily be conjectured, are dependent on the very extensive and peculiarly rich field of mineral wealth which underlies very nearly the whole of its neighbourhood. With a rich alluvial soil, ready means of conveyance for every sort of produce, and a dense population, it would be singular, indeed, if agriculture did not form a considerable source of prosperity; and so indeed it does, the Carse of Falkirk, being celebrated as one of the most important agricultural districts in the lowlands of Scotland. We would naturally be led to expect, that with so fortunate a concurrence of circumstances for its benefit, the town would be a prosperous one. So accordingly we find it is, its population and resources having of late greatly advanced, and being still rapidly on the increase.

There is an extensive manufacture of iron carried on here by the Falkirk Iron Company, who give employment, in their works, to upwards of five hundred individuals. In the immediate vicinity of the town there are three extensive collieries; there is also a considerable trade carried on in brewing, distillation, and tanning and other branches of leather-dressing. Nor must we here omit to mention the very extensive iron-works at Carron, which, although not situated in Falkirk, nor, indeed, even in the parish, yet are too near, and of too great magnitude, not to form a very important element in the prosperity of Falkirk, as well as of the neighbourhood generally. Carron, which

is the most celebrated, and was, till lately, the most extensive iron-work in Great Britain, lies on the bank of the river Carron, and is about a mile and a half west from Falkirk: it is, and has long been, well known throughout the Continent by the superiority of the ordnance guns which it produces. The machinery used for the numerous purposes of the manufacture is of the most perfect kind, and on a scale of gigantic dimensions. There are from twelve to fourteen hundred individuals employed regularly in the various processes connected with the works, the industry of whom has long been a mine of wealth to the whole neighbourhood. It is in contemplation to carry a branch of the Railway into Falkirk.

The town of Falkirk is of great antiquity, and its neighbourhood has been the scene of many remarkable events in the history of Scotland. The church, which stands nearly in the middle of the town, was built in 1810, and stands close to the remains of the old church, built by Malcolm Canmore in 1057, part of the site of which is occupied by the present structure. Among other matters, this town is remarkable for the zeal shown by its inhabitants in favour of Presbyterianism, the Solemn League and Covenant having been signed in the church with great formality. The churchyard contains the remains and monumental remembrances of two heroes, Sir John Graham, whom the patriotic Wallace designated by the affectionate title of his "right hand;" and Sir John

Stewart, who commanded a division of the Scottish army at the disastrous battle of Falkirk in 1298. They were both slain in that unfortunate encounter, and buried in the church-yard. In 1746, this neighbourhood was again the scene of warlike contention between the forces who followed the fortunes of Charles Edward and the King's troops under General Hawley; the latter gave way and fled from the field of battle under circumstances of peculiar disgrace. The ground occupied in this engagement, as well as in the former, is traversed in a great part by the Railway. The General shortly afterwards acquired an unenviable notoriety by his being the means, indirectly, through his carelessness, if not intentionally, and through malice, of destroying Linlithgow Palace. These two affairs showing clearly that if his efforts were powerless for good, he at least posssessed the capability of doing irreparable mischief.

From Edinburgh. From Glasgow.

24½ | Ascent 1 in 4800 | The splendour of the view from the Station at Falkirk is not only unrivalled on the Railway, but unsurpassed in the kingdom; an assertion equally true, whether viewed as a grand amphitheatre filled by objects of majestic natural beauty and magnificent extent, or taken in connection with the spirit-stirring recollections aroused by the events which have occurred within its range. The eye, wandering with gratification and delight, travels over a vast | Descent 1 in 4800 | 21½

From Edinburgh. From Glasgow.

4½ expanse of lovely landscape, more than thirty miles in each direction. Immediately below is a richly wooded undulating plain, from which the picturesque and busy town of Falkirk rises on a gentle eminence; a little to the west of which the flames and tartarean clouds of Carron fill the air, and swell upon the breeze; still farther to the west, and nearer, Camelon, with her smoky crest peering through the woods, completes the foreground, beyond which Stirling Castle, rising from the hallowed field of Bannockburn with regal pomp, looks proudly down upon the plain. The broad smooth waters of the Forth, with shipping in the harbours of both her banks, wind beauteous through the scene, which is circumscribed by the massive ranges of the Ochil and Campsie Hills, overtopped by the abrupt and wondering gaze of Benvoirlich, Shehallion, Benledi, and Benlomond, with rugged peaks shooting their purple summits far into the blue sky, as the eagle of their deep rock-bound ravines, soaring in the sunshine, darts his keen glance upon the plain beneath. Under the spectator's feet, stretched out in calm, smiling, and peaceful beauty, is the plain which, for nearly two thousand years, was fertilized by human *slaughter*,—the chosen battlefield of 21½

Ascent 1 in 4800

Descent 1 in 4800

From Edinburgh. From Glasgow.

24½ Scotland. It is here that Ossian makes his hero fight the Son of the King of the World. 21½ This is the spot on which the ancient inhabitants of Caledonia, in senseless mutual extermination, poured out the blood, and exhausted the energies, which ought to have been opposed to the common foe. On this ground did our ancestors maintain their bloody and protracted, though unequal, strife with the civilized and conquering powers of Rome. On the ground almost beneath our feet, the heroic defenders of our country's independence, followers of the immortal Wallace, were massacred by their oppressors in indiscriminate heaps; so true is it, however, that

Ascent 1 in 4800

Descent 1 in 4800

> "Freedom's battle once begun
> Bequeathed from bleeding sire to son,
> Though baffled oft is ever won."

that a few years afterwards, at a short distance from the same spot, and in the same warfare, the vengeance of an injured land was signally inflicted at the unforgotten and ineffaceable battle of Bannockburn; and over these same fields were driven in scattered flight the hosts of the invader. On this, the well fought, gore-drenched field of the Scottish Marathon, was planted the hardy thistle to bloom in perpetual and unchallenged independence.

On leaving the station, after passing

From Edinburgh. From Glasgow.

25 the gas works and coke-ovens already 21
alluded to, the Railway proceeds along a heavy embankment for nearly a mile, including a Viaduct of three principal and three subsidiary arches. One of these arches is a most extraordinary work, the execution of which, from the opposition of the Canal Company, and other circumstances, was beset with difficulties of a very formidable nature. In its span it embraces the road leading between the head of the Locks on the Union Canal and Lock number sixteen on the Forth and Clyde Canal, together with the former canal itself, which it crosses obliquely. This arch is one hundred and thirty feet in span, with only twenty-four feet six inches of rise in its segment. Taking into account that an arch so very flat and wide in its curvature, and in consequence so difficult of construction, was carried into full effect, without an hour's interruption to either the Canal or the road passing under it, its successful execution must be looked on as a triumph of mechanical skill and engineering enterprise on the part of all concerned in the undertaking, such as is very rarely met with. Having passed the viaduct and a considerable excava-
26 tion through the south flank of Tamfuir 20
Hill, about a *mile* farther on we cross the

Ascent 1 in 4800

Descent 1 in 4800

From Edinburgh. From Glasgow.

Rowan-tree Burn. This cutting, together with those which occur within the next two miles, would on almost any other railway be accounted very formidable work, yet such is the scale of magnitude generally adopted throughout the Edinburgh and Glasgow line to secure favourable gradients, that these are diminished into com-
27 parative insignificance. Crossing several 19
rivulets, and sweeping through plantations in a country rapidly increasing in sterility, we reach the bleak and wide-spread moorland called Bonnymuir, remarkable as being, in 1820, the scene of a skirmish between the regular and yeomanry troops and a few misguided operatives, whose enthusiasm and ignorance rendered them the easy dupes of designing knaves, who, pretending great zeal in behalf of the working population, and a determination to redress by force the grievances, real or imaginary under which they laboured, induced the infatuated few to become victims of these dastardly and inquitous traffickers in human misery. Several of the unfortunate dupes were made prisoners, some of whom were executed, and others transported, while there is too good reason to believe that the real instigators of the mischief escaped, if they were not absolutely rewarded. Passing this region

Ascent 1 in 4800

Descent 1 in 4800

From Edinburgh. From Glasgow.

of sterility and waste, the view to the right gradually opening upon the valley traversed by the Forth and Clyde Canal, we are, and have been travelling for a considerable distance in a line almost coincident with the wall of Antoninus, and
28 near the twenty-eighth mile-post reach 18
Dyke Head or Dyke House, situated to the left, so called from being built upon the summit of the Roman Wall. It is traditionally recorded that, at a spot called Elf-hill, a little to the east of this, the wall was broken through by a chieftain of the name of Graham, who made great slaughter of its defenders, and from this circumstance it is said to have derived the soubriquet of Graham's-dike. A little farther on, on the same side, is Glen Yards. The Railway, now elevated on a considerable embankment, and skimming along the side of a steep hill, commands a splendid view of wild mountain scenery, the Canal winding slowly through the vale
29 beneath, with Underwood Distillery up- 17
on its banks, giving an additional interest to the view. Passing Skipperton Glen Burn, we leave the parish of Falkirk near the thirtieth mile-post, and enter that of Cumbernauld. The scenery here is very fine, wild indeed, it is true, but
30 enriched and diversified by the ever chang- 16

Ascent 1 in 4800

Descent 1 in 4800

From Edinburgh. From Glasgow.

ing variety peculiar to mountain landscape. Drooping birches sweetly overhanging deep ravines with rocky crags, under which brawls the puny but unceasing contention of the mountain's brook imperceptibly, but surely cutting its tortuous path through the hardest adamant, the steep hill sides beyond the glen richly purple with the blooming heather, and echoing to the curlew's note, or enlivened by the startled gaze of the wild deer ere he turns, with rushing speed to shun the unusual and unwelcome music of the engine-whistle ringing through the silence of the lonely vale. On the left, passing the woods of Castlecary, once a fortress on the Roman Wall, now nearly obliterated, but still visible, peering through the woods, and venerable in its massy and time-worn ruins, we cross the wall of Antoninus, and passing Castlecary stream, arrive at the Redburn Viaduct, a lofty bridge of seven arches, about ninety feet in height, crossing a small stream, which derives its name from having been dyed with blood in the contest between the Highlanders and General Hawley's troops. The view from this bridge, like that from most of the viaducts, is extremely fine, although of a different character from all the others. Elevated far above the

Ascent 1 in 4800

Descent 1 in 4800

30½ 15½

From Edinburgh. From Glasgow.

Ascent 1 in 4800

general level it commands an interesting and extensive range of a wild and mountainous country. Right over the valley the crest of the Meikle Ben soars high into the clouds; in the bottom stands Kilsyth, famous for the singularly conducted battle fought in its vicinity in the summer of 1645, between the gallant Marquis of Montrose and the Covenanters, under General Baillie, or, more properly speaking, under guidance of a Field Committee of Noblemen, alike destitute of all knowledge of military tactics, and ignorant of the dictates of the most ordinary prudence, who compelled the general to fight against his will, both as to time and place. The results of this pragmaticism were precisely what might have been anticipated, the total rout and destruction of the army, which was thus sacrificed to their incompetent and rash dictation. Kilsyth Castle, now in ruins, was formerly a place of great strength. Passing onwards from the bridge for rather better than half a mile, we arrive at

Descent 1 in 4800

CASTLECARY STATION.

	Miles.	Fur.	1st Class.	2d Class.	3d Class.
Distant from Edinburgh,	31	0	5/6	4/	2/9
Distant from Glasgow,	15	0	2/9	2/	1/3

Nearly half a mile south of Castlecary Station is the village of Cumbernauld. It is and has

been for many centuries the property of the Flemings of Cumbernauld, an ancient and distinguished family. One of them named Robert, who lived about the end of the thirteenth and beginning of the fourteenth centuries, seems to have been a man of considerable note, as well as great versatility of political faith. In 1290, he was a commissioner for the proposed marriage between Margaret of Scotland and Prince Edward of England; he swore fealty to Edward I.; assisted at the murder of Comyn at Dumfries; and was one of Bruce's associates in attempting to secure the Scottish independence. Another member of the Fleming family made a conspicuous and honourable figure at the battle of Otterburn in 1388.

Of all this district, extending to many miles around, it may truly be said that

> Where'er we tread, 'tis haunted holy ground.

In the immediate vicinity of the village there is a large stone, evidently of great antiquity, and conjectured, from its appearance, to have been originally a Roman altar. It is called the Standing Stone, and has a hole in it, which tradition has hallowed as having held the standard of the gallant Bruce, who is reported to have mustered his army here previous to its march for the glorious field of Bannockburn. The neighbourhood of Cumbernauld is remarkable as having been a hiding-place and rendezvous for many of the leading and persecuted admirers of the covenant. The village, which is small, is healthy and pleasant;

it is chiefly occupied by cotton weavers, whose scanty earnings have been greatly reduced, from the absorbing competition offered by the gigantic powers of steam.

From Edinburgh. From Glasgow.

Ascent 1 in 4800

32

Leaving the Castlecary station, the Railway proceeds along the hill side, and from its terraced altitude, commanding a fine view of scenery increasing in wildness and rugged grandeur; the abrupt and massive hills above Kilsyth, circumscribing the view, close in the valley on the right hand, through which the Forth and Clyde Canal winds slowly, and with devious path as it traverses the Dollatur Bog; the lazy shipping in their creeping course contrasting with the exciting whirl of the railway trains sweeping onwards with the speed of thought. In this bog, which lies immediately to the south of the ground occupied by the battle of Kilsyth, there have been dug up at different times, and in many places, swords, dirks, pistols, and other warlike instruments of comparatively modern origin, together with considerable quantities of human and other bones; and more curious still, in digging the Canal, a trooper and his horse, mounted and accoutered, were found imbedded in the moss; the powerfully antiseptic qualities of which had pre-

14

Descent 1 in 4800

From Edinburgh. From Glasgow.

served them in a state almost as entire as on the day of their immersion. They were conjectured to have been a fugitive dragoon and his horse belonging to General Baillie's army, swamped in their flight from the battle of Kilsyth. Passing numerous lime and sandstone quarries, and
33 traversing a high embankment, cross the 13
road by Dollatnr, and enter Croy cutting, or as it has been called Dollatur cutting, extending about a mile and a quarter through a hill composed of hard and compact whinstone, and forming one of the most formidable natural obstacles encountered in the execution of the railway. It was at first intended to excavate a tunnel through this rocky rampart, but on after consideration that idea was abandoned, and the present stupendous open cutting was resolved upon and carried into execution. The disheartening appearance of this arduous undertaking may be conceived, from the statement that it employed upwards of one thousand men, and fifty horses, the space of fifteen months; there were no less than two hundred tons of gunpowder used in blasting the rock; the enormous quantity of 150,000 cubic yards of which were removed at an expense of little less than £30,000. The *whole of* the work was of the most diffi-

Ascent 1 in 4800

Descent 1 in 4800

From Edinburgh. From Glasgow.

Ascent 1 in 4800

cult and dangerous character, and although now that is finished, it even presents a rugged grandeur of appearance, yet the effect is altogether as nothing compared with the almost supernatural aspect it assumed during the busiest period of its progress. We can hardly convey a better idea of the imposing nature of the operations, than by quoting from the Edinburgh Observer a few notes descriptive of the scene, as it appeared on the occasion of the first loccomotive engine passing up to the ridge, under the guidance of Mr Miller, on the 25th August 1841. The impression then conveyed to the visitor was so unusual, that it will hardly ever be eradicated from his memory. Some difficulties incident to an experimental trip having occurred in getting the engine through the Callander Hill Tunnel, that day opened also for the first time: "On leaving the tunnel, she proceeded in gallant style as far as the stupendous excavation going on at the Hill of Croy, ten miles farther on, some idea of the gigantic nature of which work may be formed from the bare statement, that the cutting is upwards of a mile in length, and seventy feet in depth, through solid and tenaceous whinstone; yet nothing short *of actual inspection* can convey an ade-

Descent 1 in 4800

From Edinburgh. From Glasgow.

quate feeling of the magnitude and difficulty of the labour, and the energy and spirit with which every obstacle is met, every barrier is overcome. The rock is literally swarming with workmen; and the continual clank, clank of the thousand hammers, and the all but ceaseless cluck, cluck of the handworked jumpers are only diversified by the reverberating roar of hundreds of blasts fired in endless succession, hurling terrific masses of rock high into the air, and disturbing with their growls, the silent echoes of the neighbouring hills." No part in the whole of the undertaking bears more incontestible evidence of the skill and spirit of the engineer, or of the perseverance and prudent management of the Directors, than the steady and unflinching assiduity with which this almost overwhelming natural obstacle was encountered and defeated. Not far from the middle of this cut is the highest point of the Railway, being seventy-eight feet ten and a-half inches above the Edinburgh terminus, forty-eight feet eleven and one-quarter inches above the station at Cowlairs, and one hundred and ninety-five feet eight inches above the terminus at George Square, Glasgow. Immediately on leaving this *tremendous* excavation, we arrive at

Ascent 1 in 4800

Descent 1 in 4800

34 Descent 1 in 1159

12 Ascent 1 in 1159

CROY STATION.

	Miles.	Fur.	1st Class.	2d Class.	3d Class.
Distant from Edinburgh,	34	4	6/	4/6	3/
Distant from Glasgow,	11	4	2/	1/6	1/

Croy Mill is an insignificant and unattractive spot, situated in a remote and bleak district of almost alpine ruggedness and sterility, although the view which opens up to the westward is extensive, sweeping over a broad valley, rich in blooming heather, and musical with the lapwing's note. Surrounded on most sides by huge waving ridges of trap-rock, heaving their ponderous shoulders upward to the sky, and stretching their bare grey summits through the floating clouds which gather round their crowns, the congregated vapours of the western and eastern seas; the country around is cold and marshy, steeped in moisture by the oft descending shower. The only importance assumed by the vicinity, in the eyes of the traveller, unless indeed, he be an enthusiast in grouse shooting, is its being the central point of gathering for the simple inhabitants of the neighbouring hamlets on their journeys to Glasgow, or eastward to visit sunnier plains on the more favoured lands, from which they are cut off by their rocky solitudes.

From Edinburgh.		From Glasgow.
35	On leaving the Croy Station, about half a mile behind, we pass by a high *embankment* and bridge, over the road	11

From Edinburgh. From Glasgow.

leading from Condorat to Kilsyth, and enter upon the parish of Kirkintilloch. At this point, spread before us is a splendid view. The scenery assuming a milder aspect, stretches out on either hand into a broad and flat valley, extending many miles, covered by thriving and extensive plantations, forming a grateful contrast to the field of cyclopean operations, we have so lately quitted. This valley is peculiarly rich in coal and ironstone, and deeply interesting to the geologist; these mineral beds being in many place distorted, broken, or entirely cut off by the irruption of the more recently intruded trap-dikes which traverse the district in all directions, being underground ramifications of the Campsie and Kilsyth hills. The whole of the extensive plain which the eye ranges over from this point, bears incontestible evidence of having been at one period under cover of a wide expanse of water, from which it has been upheaved by the vast natural convulsion which accompanied the ponderous projection of the neighbouring hills. The line of the Roman Wall continuing still in a direction nearly parallel with the railway for several miles farther west, gives a historical interest to the locality, an interest

Descent 1 in 1159

Ascent 1 in 1159

From Edinburgh. Fom Glasgow.

suffering no abatement, if connected with the events of more recent days, when the country all around was bristling with the arms uplifted and glittering with the armour donned by the heroic children of the covenant, in defence of the sacred and inalienable right to worship the God of their fathers according to the forms dictated by their consciences. To the student of those troubled and perilous times of persecution, the singular and apparently unmeaning names of many of the localities will assume a deep interest, as connected with the fate or the feelings, the hopes or the fears of those eminently pious men—thus Drumgrew, Drumshanty, Drumbreck, Drumbog, and many others, are highly suggestive of the military evolutions directed by the drum beat, or in some such way interwoven with the struggles of that interesting period. After
36 passing under the road, near Drumgrew, 10
we enter Drumshanty Moss, a dreary expanse of flat moorland, through which we pass by a considerable excavation, accompanied by the booming hum of the bee as she gathers her stores of luscious wealth among the purple heath-bells; or startled by the shrill cry of the curlew as he wings his flight in search of upland solitude. *At this point*, nearly half a mile

Descent 1 in 1159

Ascent in 1159

From Edinburgh. From Glasgow.

37 to the left of the railway, stands the 9
Castle of Banheath or Bonheath, an ancient square tower of great strength, and once a stronghold pertaining to the Boyds, Earls of Kilmarnock. It was at one time a place of much splendour, surrounded by fine woods and an extensive deer park. The castle, though a ruin, is still pretty entire, and it is no great length of time since the leaden covering of the roof was removed. The armorial bearings of the Boyds, emblazoned over the principal doorway, are yet distinctly visible, but most of the other symbols of its greatness are departed. Passing the road from Gartshore to Drumbreck, a quarter
38 of a mile farther brings us to the Viaduct 8
across the Luggie Water: it is an elegant structure of five substantial arches. The general amelioration of the scenery continuing and increasing, give grateful token of a wealthier clime. Shooting past Wamflat on the left, and Woodley Quarry (a grindstone quarry) on the right, we pass on an elevated embankment,
39 the vale of the Bathlin Burn; and almost 7
immediately afterwards, sweeping over the Ballochney and Kirkintilloch Railway, cross the parish boundary of Kirkintilloch, and enter the *quoad sacra* parish of *Chryston*, at the

Descent 1 in 1159

Ascent 1 in 1159

KIRKINTILLOCH STATION.

	Miles.	Fur.	1st Class.	2d Class.	3d Class.
Distant from Edinburgh,	39	4	7/	5/	3/6
Distant from Glasgow,	6	4	1/	8d.	6d.

The town of Kirkintilloch, which is situated on the banks of the Forth and Clyde Canal, about a mile and a half north-west of the Station, is one of very considerable importance, carrying on an extensive manufacture of different sorts of goods. It likewise holds out good claims to an importance of note, at an early period, being erected into a burgh of barony so long ago as the year 1184, by William, surnamed the Lion. It is presumed to have been originally an appanage of the Comyn family, who held a castle and large possessions here on the banks of the Kelvin; but which were confiscated by Robert the Bruce, on his accession to the throne in the beginning of the fourteenth century, and bestowed by that gallant and sagacious monarch on Sir Robert de Fleming of Cumbernauld, already alluded to, as a reward for the services rendered by that brave though somewhat fluctuating knight in the contest for possession of the Scottish throne. It is asserted that there are now no traces of this stronghold in existence. The Roman Wall ran close by, or rather in point of fact over the ground now occupied by Kirkintilloch. The remains of one of the peel towers or forts of this important rampart, still exist on a rising ground at the western extremity of the town. The ditches and forms of

the fortifications are distinctly visible. Some, however, will have it, that, from the situation of these ruins being on the north side of the wall, all the others being on the south, together with the more perfect state of their preservation than those on any other portion of the defence, they are of more recent origin; and many conjecture that they are the ruins of the ancient castle of the Comyns, built almost on the site of the Roman and more ancient fort. Kirkintilloch church, which was originally consecrated as the chapel of the Virgin Mary, was built in 1644. The ruins of the first parish church and the church-yard are at Oxgang, a short way eastward of the town.

The staple manufactures of the place are different sorts of muslin fabrics, chiefly intended for the East India and South American trade. There is likewise a considerable trade in the distillation of whisky. The Ballochney, Monkland, and Kirkintilloch Railway Depot is in the town, and is productive of much benefit to the inhabitants: it is remarkable as the first railway in Scotland which adopted locomotive-engines as a means of traction. The town is also much benefited by the Forth and Clyde Canal, which passes right through it, affording ready facilities for the transport of their manufactured produce.

From Edinburgh. From Glasgow.

On leaving the Kirkintilloch Station, the Railway passes for nearly the eighth *part* of a mile through the quoad sacra

From Edinburgh. From Glasgow.

parish of Chryston, disparted within a few years for the convenience of the eastern district, from the parish of Cadder or Calder, a very ancient parish, supposed to be one of those erected by St Patrick so long ago as the year 490; the saint himself having been born in the adjoining parish. The parish of Calder is believed to have been endowed by Convallus II., who was born about 558. On
40 entering the deep excavation, a little to 6
the west of Kirkintilloch, carried through the Mountain Moss, as it is called, we leave Chryston, and pass into the county of Lanark, and parish of Calder. To the left, a little west of this point, is situated Gaad's Loch, an extensive sheet of water during the winter months, but dry or nearly dry in summer; between which and the railway stands Lochside Distillery, to the south of which, about a mile is the estate of Robroyston, anciently named Ruskie. It was here that the gallant and patriotic Wallace, after the many signal services bestowed upon his country, sought shelter, and was basely betrayed, it is said, by his treacherous kinsman Sir John Monteath of Ruskie, in 1305, to Edward, whose mean, dastardly, and vindictive vengeance wreaked upon his brave opponent, *has fixed a stain* on his character as dis-

Descent 1 in 1159 Ascent 1 in 1159

From Edinburgh. From Glasgow.

graceful to the memory of that monarch, as the treachery of Monteath has ever been obnoxious to the reprobation of all generous minds, and to the peculiar execration of every true-hearted Scotchman. Every vestige of the old house, the scene of this villainy has been entirely removed, and the estate is now the property of ——— Lamont, Esq. of Ardlamont and Robroyston. Whence this last soubriquet has been derived, it is not very easy to determine, the most probable conjecture being that it has been connected with some exploit of the celebrated outlaw of that name. A little to the west, and on the other side of the Railway, is Lochgrog, which must be acknowledged, at the very least, as a singular enough cognomen, and one sufficiently startling to the leal disciples of Father Mathew, and the other members of the water-drinking fraternity.

Descent 1 in 1159 Ascent 1 in 1159

41 About a mile north from the line, shrouded among fine wood, stands Cadder or Calder house, remarkable as the scene in which John Knox received an asylum, and first administered the sacrament of the SUPPER, after his return from that honourable banishment to which he was doomed for his zeal and ability in denouncing the heresies and antiscriptural *doctrines* of the Church of Rome. This ce- 5

From Edinburgh. From Glasgow.

lebration was selected as the subject of a picture, by the deceased and deeply lamented Wilkie, but he did not live to finish it. That a great portion of the surrounding district has been under water at no distant period, is sufficiently borne out by the prevailing affix of Loch to many of the localities, as well as by the general aspect of the country, which presents the appearance of a recently drained swampy flat. In reference to this particular, we find the following statement in the New Statistical Account of Scotland, just published. It is highly interesting as marking the rapid progress of improvement prevailing in this quarter. "We have, on by far the greater part of the parish, a deep stiff tilly soil, containing scarcely a stone, but generally tinged with iron for many fathoms, until we arrive at some mineral or metal. We have, moreover, eight or nine mosses, some of them of great depth and extent. Some have already been reclaimed, and they are all gradually, and some of them rapidly lessening, by peat cutting, so that oats, rye-grass, and even wheat, grow luxuriantly, where the adder basked, the moorfowl fed, and the long heath waved." Traversing a deep cutting through a fine white *sandstone*, we pass Mire Mailen,

Descent 1 in 1159

Ascent 1 in 1159

42

From Edinburgh. From Glasgow.

and issuing from the excavation we pass the road by Rushy Hill, and whirling on towards the Springfield road, arrive at

BISHOP-BRIGGS STATION.

	Miles.	Fur.	1st Class.	2d Class.	3d Class.
Distant from Edinburgh,	42	4	7/6	5/6	3/9
Distant from Glasgow,	3	4	8d.	6d.	4d.

The village of Bishop-Briggs, or Bishop's Bridge, through which the Railway passes, is a small and unimportant place, chiefly occupied by weavers and by labourers in the adjacent freestone quarries. The stone found here is very fine, and in great demand for the purposes of building, to which it is beautifully adapted. The village derives its name from having been an appanage to the bishopric of Glasgow. This unobtrusive locality has unfortunately acquired a painful notoriety since the commencement of the railway operations, as the scene of one of the most cold-blooded and atrocious murders recorded in the annals of Scottish Criminal Jurisprudence. It is no more, however, than justice to the villagers, to remark, that all who had share, or were even suspected to have share in the ferocious tragedy, were Irishmen. The murder was perpetrated on the person of a man named Green, a ganger or small squad overseer, by a labourer of the name of Dennis Doolan, who was tried, condemned, and executed near the spot—the trifling provocation being, that *the victim in* the execution of his duty had caused

the dismissal of Doolan, a refractory workman. The whole transaction, as detailed in evidence at the trial, was of a peculiarly aggravated nature; it having been canvassed, studied, and descanted on by the murderer and his associates, with a sickening minuteness of detail, and a singular regardlessness of consequences; the best places, and most effective mode of striking a man on the head with an iron poker, so as to produce death, having been carefully discussed the night previous to the attack on the unsuspecting victim of the cruelty; and the dreadful deed itself was perpetrated in presence of some scores of miscreants, who looked on with savage apathy, unpitying witnesses of the horrid act, until the struggles of the unfortuuate man had ceased; and, then with an alacrity equally revolting, assisted the assassin to escape. After great exertions, however, and the lapse of a considerable time, the wretch was apprehended, and doomed to suffer the last penalties of the law in expiation of his crime.

From Edinburgh. From Glasgow.

43 Immediately on passing the Station at Bishop-Briggs, we proceed on an embankment as far as the road from Glasgow to Kirkintilloch, on crossing through below which we at the same time enter the Barony parish, and a deep excavation through sandstone and other alternating rocks. This cutting, which is nearly a *mile in length*, and of an average depth 3

From Edinburgh. From Glasgow.

Descent 1 in 1159 Ascent 1 in 1159

of little less than fifty feet, is another work of gigantic dimensions, and one which was likewise carried on under great difficulties; but, like all the other portions of the undertaking, bearing ample testimony to the great skill and fearless enterprize which have guided to a safe conclusion all the operations of this Herculean task. At the entrance to the excavation, a short distance to the left, stands Huntershill, once the residence, as it should have been the property of Thomas Muir, Esq. younger of Huntershill, well known as having been condemned to exile for the expression of his political opinions. The passage through this narrow and deep fissure is very interesting, the face of the rocky walls being richly diversified by the most brilliant and intense display of metallic colours washed down by the oozing moisture filtered through their indurated sides; and the streaky tinges of the varying mineral beds are striking and
44 peculiar. After emerging from the im- 2
pending precipices of this enormous gallery, we sweep along an embankment commanding a delightful view of the level and fertile vale through which the Kelvin steals in shaded beauty to the Clyde. Towards the left hand, or rather *almost* directly in front, the eye is met by

From Edinburgh. From Glasgow.

the huge towering chimney of St Rollox, a stupendous work, as yet only in progress, but sufficiently extensive to command the wondering gaze of every passer by. It is to be four hundred and twenty feet in height, and is fifty feet in diameter at the base. This being the first symbol of the productive power of Glasgow, the effect is such as cannot fail to impress upon the stranger a tolerable idea of the grand scale on which the works of the manufacturing metropolis of Scotland are conducted. A little farther on, we arrive at the wooden platform for collecting the tickets from the passengers, directly opposite to the Railway Company's Workshops at Cowlairs. These are on a very extensive scale, occupying not less than three hundred and sixty-nine feet in front, being one hundred feet wide, and two storeys in height. At this point the locomotive-engines are detached from the trains, which are made fast to the endless rope for conducting them down the inclined plane. The rope is worked by two fixed engines of thirty horse-power each; the engine-house being surmounted by a handsome chimney-stalk upwards of ninety feet in height, has a fine effect upon the brow of the steep bank. The train being *set in motion*, proceeds with great rapidity

Descent 1 in 1159 — Ascent 1 in 1159

44½ — 1½

From Edinburgh. From Glasgow.

Descent 1 in 42

down the Tunnel through Bell's Hill, upwards of three quarters of a mile in length, cut almost exclusively through rock, yet arched over, and brilliantly lighted with gas throughout its whole extent. On emerging from the subterrannean recesses of the tunnel, the astonished traveller finds himself transported into an almost fairy palace; this is the Passengers' Shed at the Glasgow terminus. This spacious and splendid erection, which is elegant as well as commodious, is furnished with a beautiful passengers' parade on each side, covered in by a roof supported on forty-eight columns arranged in double rows, besides the principal roof between them, a light and elegant fabric of the great span of sixty-four feet. The shed is upwards of two hundred and thirty feet in length, and, including the promenades on each side for the passengers, it is not less than eighty-five feet in width. There is also a splendid Booking-office, with access to waiting rooms, and every other convenience for the accommodation of travellers, These are the appurtenences of the

Ascent 1 in 42

GLASGOW DEPOT.

	Miles.	Fur.	1st Class.	2d Class.	3d Class.
Distant from Edinburgh,	46	0	8/	6/	4/
Distant from Glasgow,	0	0	...	...	..


Port Dundas Distillery
Foundry
Saw Mill
Distillery
Wood-side Rd
Chemical Works
Dye Works
Lunatic Asylum
Brown Hill
CANAL
College Hill
WOODSIDE STREET
ST. VINCENT STREET
Broomielaw
RIV
CARLTON PLA
SOUTH QUAY
Wind Mill Croft
Foundry
Catholic Chap.
Infirmary

Works: 4, S.t Andrew Square.

GLASGOW.

"If wealth, population, industry, and intelligence, constitute importance, Glasgow, though not the metropolis, is certainly the first city in Scotland."—BELL.

GLASGOW derives her principal claims to high consideration among the cities of the British Kingdoms, from the extent and enterprise exhibited in the manufacturing and commercial undertakings which are conducted by her adventurous sons. The city is a place of such great antiquity, that its origin is involved in much of the uncertainty pertaining to the vague conjectures of very ancient traditions. The admission, however, is general, that her proud commercial pre-eminence is of comparatively recent origin; her earlier importance being chiefly of a religious nature. The city is supposed to have taken its rise from the peculiar sanctity of Kentigern, who fixed his residence, and established a religious cell near the spot occupied by the Cathedral, and whose distinguished piety attracted great and well deserved popularity: he was surnamed Mungo, on account of the suavity and mildness of his disposition, that word in many tongues being expressive of endearment. Hence also arose his name of St Mungo, and his celebrity as tutelar patron of Glasgow. This pious individual founded the magnificent Cathedral, which *bears his* name, on the site of a Druidical

Temple, so early as the year 560, or, according to some, even antecedent to that remote date. The fame of his piety and benevolence attracted numbers to the spot, who, loath to leave the venerated father, built dwellings in the neighbourhood, rather than forego the advantages of his society. He died in 601, leaving a rising town growing up under the influence and protection of that church which he had founded, and within whose precincts he was buried. After his death, he was held in high veneration throughout Scotland, and many of the religious institutions deemed themselves honoured by the patronage of his name, and considered their prosperity ensured by the influence of his prayers. The name of the city is supposed to be derived from the Gaelic word *Glassaughu*, which signifies a green field or plain surrounded with wood. This is very descriptive of the local situation of Glasgow, and is conjectured to be typified in the emblazonment of the city arms; the tree and the bird being representative of the primeval forest; the bell indicating the claims of the cathedral; the ring as symbolic of the episcopal office and dignity; and the fish being hieroglyphic of the river flowing past the locality.

For the space of five hundred years immediately subsequent to the death of St Mungo, the history of the see of Glasgow, which is in fact that of the city itself, is almost an entire blank, although, from what is known, there can be little reason to doubt,

that even veneration for the shrine of the good Kentigern formed only an indifferent protection from those harrowing viscissitudes incident to the barbarous struggles, which, during a considerable portion of that period, convulsed the kingdom of Strathclyde, of which Glasgow formed nearly the centre. Nor could the sanctity of its reputation secure the infant city from the fierce cruelty of the Norwegian and Danish depredators, who, in those early periods of our history formed the most frequent as well as the most ruthless of our enemies, except those raised by our own intestine broils. Notwithstanding the silence of chroniclers on the doings of those dark centuries, there is no room for dispute that the Cathedral of St Mungo continued to enjoy an exalted reputation for spiritual authority, and an extensive temporal jurisdiction ; since, we find that in 1115, when David I. made inquiry into the temporalities of the bishopric, they were found to consist, among other matters, of the superiority of numerous lordships, embracing the most fertile lands in the kingdom. The first bishop of the see recorded after the death of its founder, is John Achaius, who was consecrated in Rome in 1115, and who began and finished a very important portion of the present structure, built instead of the original one, which had been burned. The renovated building was consecrated in 1133. Joceline, a succeeding bishop, in 1176, completed the Cathedral, or at all events, finished nearly the whole of

what has constituted that structure ever since. In the history of this venerable pile, it would be unfair to omit noticing, that Bishop Blackadder, who contributed greatly to the adornment of the Cathedral, having built the aisle which goes by his name, besides otherwise embellishing the edifice, was one of the principal instruments in negociating a marriage between James IV. and Margaret daughter of Henry VII. of England, by which the house of Stuart became possessors of the British throne, and in virtue of whose succession our present Queen is monarch of the empire. In the year 1190, during the reign of William the Lion, Glasgow received a royal charter, empowering the citizens to hold an annual fair, having ten years previously obtained from the same monarch, who appears to have entertained great partiality towards Glasgow, a charter conferring on the town the privileges of a Royal Burgh.

In 1300, Edward I. of England, the despotic oppressor of Scotland, and the determined enemy of her independence, presented one Beik to the bishopric of Glasgow, Earl Percy, who then was military governor of the west of Scotland, at the same time taking possession of the episcopal palace or castle, an edifice, which stood nearly upon the site at present occupied by the Royal Infirmary. The valiant Sir William Wallace, who was then at Ayr, after having performed many glorious exploits for the deliverance of his native land, resolved upon another effort for ridding his coun-

try of the southern usurpers. For this purpose, he proceeded to Glasgow with a small, but chosen band of trusty followers, accompanied by Wallace of Riccartoun, the Laird of Auchinleck, and others. He stealthily entered the town, and separating his little army into three divisions, which were to proceed by different routes towards the bishop's castle. Wallace himself leading the principal band up the High Street, commenced a feigned assault upon the fortress, and retreated, drawing out the forces of the garrison in pursuit, till they had followed to nearly the middle of the High Street, when Wallace sounding his bugle, the preconcerted signal among his followers, the other two parties rushed upon the English, the one taking them in flank from the line now occupied by George Street, the other pouring down upon them from the head of Drygate, while Wallace, rallying his retreating forces, attacked them vigorously in front. Those who had been the pursuers being thus suddenly assailed on three sides, halted, and perceiving their retreat as well as succours from the castle to be completely cut off, they were dispersed, and entirely routed, Earl Percy himself being slain by the hands of Wallace. The Bishop also, who is reported to have so far forgotten his sacred functions as to mix in the affray, was killed. This gallant action took place not far from the spot on which the College buildings now stand. It is only one of many of the *daring and* well executed achievements per-

formed by the intrepidity of Wallace, who knew no danger, and who feared no foe in his hardy maintenance of the liberties of Scotland.

Glasgow, however, although frequently the theatre of bloody warfare, and although during centuries contributing her share of gallant and intrepid warriors to battle in the cause of freedom and social order, from the very nature of her commercial and religious pursuits, was less the arena for the performance of martial exploits, than the nursing mother of the more genial and more truly ennobling arts of peace. In her annals it is delightful to trace the triumphant progress of science, to watch the development, and hail the successful cultivation of those arts of industry, by whose healing influence the barbarous usages of a people are ameliorated—the superiority of cultivated intellect over the rude, unmanageable brute force of uneducated man demonstrated and endeared—to witness the generous triumphs of knowledge, instead of contemplating in appalling repetition the hateful details of domestic contention, or the disgusting pictures of intestine strife. If, on turning over the pages of her history, we are less dazzled by the showy brilliancy of heroic acts, often tarnished, it must be confessed, by the unworthy or actually reprehensible motives which called them forth, and are not led into regret for the disastrous feuds, nor betrayed into lamentation over the vindictive fury of broils occasioned by rapacious *nobles*, eager for self-aggrandizement, and regard-

less of any consequences save those gratifying only to the dictates of narrow-minded ambition; or alone affording satisfaction to the feelings of petty and contemptible jealousy, we are more than compensated for their absence, by a contemplation of actions and events which have gradually, but surely, contributed to a dissemination of those better feelings of human nature, which, indeed, have led by a patient but certain and peaceful process to the establishment by Glasgow of her citizens, as lawful inheritors of the proud boast, that "her merchants are princes, and her sons the intelligent of the earth."

Among the numerous and important branches of manufacture to which Glasgow owes her wealth and her munificence, the cotton trade occupies the most prominent. This is an article, which till within the last century, was confined almost exclusively to the uses of the rich and the noble, and its supply was the produce of the looms of Hindostan and other oriental countries; by the results of our manufacturing intelligence, however, it is now a fabric in almost universal use, the exceptions, if any, being those who were its first consumers, and the lands which were wont to supply our wants in that article, are now among our most extensive customers for the manufacture which was once their own. In no district of the British Islands has the improvement of this manufacture been more sedulously or more success-

fully cultivated, than by the inhabitants of the Scottish Venice.

In all which constitutes greatness in an eminently commercial country like Great Britain, Glasgow is pre-eminently wealthy. By the felicitous application of her vast energies she has now succeeded in bringing the ocean to her streets, and at the present moment vessels from every clime, and of all sizes, crowd the wharfs of the Broomielaw. Where the Glasgow citizens of last century would have wondered to see any thing more important than a fishing-boat, we may now behold

"The stately argosies of either Ind."

Her countless mills of every description are filled with the most admirable machinery. The exhaustless mineral wealth of the surrounding country is poured in never-ceasing streams into her works. Noble mansions meet the eye in her busy streets, and all around gives note and token of the vital and resistless springs of well-directed industry. But it is time to pause, and make a more leisurely survey of some few of the more striking features which will court the stranger's eye.

Immediately on leaving the splendid Depot of the Railway, after crossing WEST GEORGE STREET, with ST GEORGE'S CHURCH, a striking building, upon his right hand, the traveller finds himself in GEORGE SQUARE, a large and handsome *area*, surrounded by elegant houses, and having a *fine shrubbery* in the centre. At the south-west

ɜr, there is a very fine sitting statue of the late ɜs WATT, the well-known improver of the ı-engine; he was a native of Greenock, but ed many years in Glasgow: the figure is by ıtrey, and of bronze; it is a good work of art, elevated on an appropriate pedestal. Pro- ng eastward in the same square, and on the side, opposite to the head of MILLER STREET, other fine statue to the memory of Sir JOHN RE, who fell leading the British army at the e of Corunna. This brave and accomplished r was a native of Glasgow, and his memory ld in much and just veneration by the citi- who have indeed a very praiseworthy pride mmemorating the brave, the wise, or the good ıg the numerous eminent men of whom Glas- may safely be proud. This statue is of co- l dimensions, and of elegant design: it stands handsome granite pedestal. In the centre of quare stands the monument to Sir WALTER T, a lofty and fine column, surmounted by a ırful stone statue from the chisel of that ac- ılished artist Mr Ritchie of Musselburgh. It narkable as the first public monument erect- Scotland to the memory of the great novel- the nineteenth century. Keeping the line UEEN STREET, the one directly in front of the vay Depot, immediately on leaving George re, on the right hand side of the street, is the ıL EXCHANGE, situated in ROYAL EXCHANGE RE. *Altogether* this is one of the finest

groups of building to be found in Glasgow, and one which it would be difficult to surpass in any city of Great Britain. The whole is from the design of David Hamilton, Esq. architect, a native of Glasgow, to whose cultivated judgment, and natural good taste may be ascribed many of the finest architectural combinations of which the city can boast. The Royal Exchange a building of recent erection, is itself a noble structure. It has a magnificent portico in front, the pediment supported on lofty columns, and surmounted by a lantern, a feature in every respect derogatory to the beauty and simple grandeur of the general effect; a fine range of pilasters runs round the whole, and the interior richness in all points sustains the expectations raised by its external appearance. The reading-room, a spacious and princely hall, supported on tall columns, is lavishly supplied with newspapers and periodicals, and by the liberality of the subscribers strangers are freely admitted at all times. Immediately behind is the Royal Bank, another stately and rich building, profusely ornamented with columns of elegant proportions. On proceeding down Queen Street, we on the right pass the Clydesdale Bank, immediately opposite to the extensive stationery and map establishment of Messrs Lumsden and Son, near the turn into Argyle Street, one of the noblest streets in Scotland, extending east and west, under the names of Argyle Street and Trongate Street, a distance of considerably more than a mile; it is a

broad and level street, with lofty and commanding buildings on each side, having richly stored shops on every hand, and filled with the bustle and never ceasing stir of countless thousands of eager citizens in pursuit of the commercial wealth which constitutes the city's greatness. Passing eastwards through the busy throng, we cross MILLER STREET and VIRGINIA STREET, and on crossing GLASSFORD STREET enter the Trongate. Not far east from this last named street, stands a handsome equestrian statue of KING WILLIAM III. in front of the TONTINE, a building, which previously to the erection of the Royal Exchange, was wont to serve the purposes to which that imposing fabric is dedicated, and is still to a large extent used in that capacity: it has a fine piazza in front, and is used as a promenade particularly in moist weather by the loungers, a class particularly scarce in Glasgow. How the effigy of the pious King William comes to grace the principal commercial thoroughfare in Glasgow, seems somewhat unaccountable, as he never was very popular in Scotland. Nearly opposite stands the TRON STEEPLE, so called from its having been the place in which the public weights were kept for adjusting the tron, as the market weights are denominated. Not far east from this steeple, the street branches off into four, the one to the left being the HIGH STREET; that nearly straight forward is the GALLOWGATE; LONDON STREET, and MONTEATH ROW, running off slightly to the right; and al-

most in a line with the High Street, running towards the river is the SALTMARKET, no longer the picturesque and almost hallowed residence of the Bailie Nicol Jarvies of bygone years, the old tenements, with their time-honoured, associations being entirely removed, and their places occupied by a handsome modern street, running towards the CLYDE, and terminating in front of THE JAIL AND TOWN HOUSE. This is a very elegant building, of the Doric order of architecture, with a pillared pediment of good proportions in front; it was erected in 1810; it is commodious and well aired, containing a Court-room for meetings of the Circuit Court of Justiciary, which is held here three times a-year. A short distance to the south of the Jail is HUTCHESONTON BRIDGE across the river: it is a heavy and tame affair, and suffers sadly in comparison with the elegant new bridge a little farther down, but of which more anon in its proper place. Right in front of the Jail is GLASGOW GREEN, a feature of the town which every true son of St Mungo honours with a special admiration, and so indeed he may; it is a truly noble possession. Skirting the stream of a peculiarly fine river, traversed by fine walks and rides, open to the public without limitation or condition, and containing a space upwards of one hundred acres in extent, it cannot fail to form an object of great attraction and advantage. To any densely populated city, the privileges of such an open space would naturally be of much importance to the

public health; but to one so eminently manufacturing, and with so extensive a population as Glasgow, the benefits must be incalculable, affording the means and holding out, as it does, the inducement to healthy recreation, it is no wonder that the Green is associated in the minds of the Glasgow inhabitants with sensations of delight, and is spoken of in terms of affection and triumph. The Green contains a tall and well proportioned obelisk, erected in memory of LORD NELSON. Near the jail, and facing the river, is MONTEITH ROW, a street of beautiful aspect, and commanding a fine view. Returning from the river, we retrace our steps by the Saltmarket, and, crossing the Trongate, ascend the HIGH STREET, a steep, narrow, and irregular street, of picturesque appearance, not far below the middle of which is situated, on the right hand side in going up, the UNIVERSITY BUILDINGS, presenting a venerable and interesting front to the street; but it is only on entering the quadrangle that its merits can be appreciated; all the windows are richly ornamented in the Flemish style, and there is an air of quaint reserve and learned seclusion about its form and general character, creating a deep interest in its history. These buildings first originated in a grant by James first Lord Hamilton, who, in 1459, gave a house and four acres of land for the purposes of the College. This small beginning was subsequently enlarged by donations and bequests from various members of the nobility and gentry, till, in 1577, James VI. bestowed on

it a new charter, conferring privileges and emoluments to a much greater extent than it had hitherto enjoyed. The University possesses a very extensive Library, peculiarly rich in valuable editions of the classics. It has long been distinguished as a theological school of great eminence. Attached to the University, or rather indeed built within its walls, is the HUNTERIAN MUSEUM, founded by the celebrated William Hunter, M. D., a native of the vicinity of Glasgow. It is one of the most elegant edifices in this opulent city, and although built nearly forty years ago, the improving taste and increasing wealth of the community have not as yet been able to surpass its simple beauty of design and unobtrusive elegance. The Museum contains a magnificent collection of medals and books, together with some noble paintings, all of them the donation of the spirited founder. The public have access to the collection, which has been considerably increased of late years, on payment of one shilling. Leaving the University, and proceeding up the High Street, now rapidly increasing in steepness, we pass GEORGE STREET on the left, and DUKE STREET on the right; the High Street bending to the east, a short piece farther on we arrive in front of the ROYAL INFIRMARY, with the CATHEDRAL OF ST MUNGO on the right. The former of these buildings is a large commodious and well-aired structure, happily situated for the purposes of its institution; the latter is an *edifice of* very imposing appearance. The exter-

nal appearance of this noble structure is certainly far from prepossessing, notwithstanding that to the eye of a connoiseur it offers many details of great beauty and excellence. The proportions of the principal parts are noble in the truest sense; the structure is lofty, and even elegant, despite the abortive excrescences which disfigure its western front. But its chief claims to architectural beauty rest upon the excellence of its interior design, spacious and lofty; there is a grandeur in the sweep of its majestic columns, although time and the more ruthless hand of the innovator, in his endeavour to accommodate its stubborn dimensions to the modified ideas of mere temporary convenience, have dealt hardly by its beauties. As already mentioned, it is a fabric of great antiquity, and although of gigantic extent, it has never been completed; the transepts being both awanting. There was sometime ago a long and loud talk about having the Cathedral completed according to the original design, and all the unseemly excrescences which have grown up around it removed. A very elegant model for this completion and restoration was prepared a few years since by G. M. Kemp, Esq., architect for the Monument in course of erection in Edinburgh to the memory of Sir Walter Scott. The zeal excited in behalf of so desirable a project, however, seems now to have completely abated, and it is rumoured that the whole scheme is to result in some farther cobbling of the structure, which has *already suffered* tinkering to a very unfortu-

nate extent. Mr Kemp's very beautiful and interesting model is now to be seen in the Hunterian Museum. Leaving the Cathedral, we pass along its south side by a descending path, and cross the Molendinar Burn by a handsome bridge, somewhat quaintly styled the BRIDGE OF SIGHS, from its being the means of access to the Glasgow Pere la Chaise, or NECROPOLIS as it is called. This is a large well laid out ornamental burying-ground. Numerous fine walks, shaded by trees, intersect the grounds, which are filled with many interesting and well executed monuments. Conspicuous above all of which, on the brow of the hill, stands that to the memory of John Knox; it is a colossal statue placed upon the top of a Doric column of considerable height. Close by, and almost equally conspicuous, is the monument to Macgavin, author of the Protestant. Besides the Necropolis, there is also another ornamental cemetry laid out in the grounds at Sighthill, a short distance northward of the town. The opening of these places of sepulture was a matter of great public importance, as, from the limited extent of the other burying-grounds, and their consequently crowded state, the public accommodation in that particular was extremely circumscribed.

Recrossing the bridge, and passing on our left the BARONY PARISH CHURCH, an old and extensive, but not very elegant fabric, close by St *Mungo's*, again descend the High Street, till we *come to* George Street; and turning west by it,

cross, on the right, BALMANNO STREET and PORTLAND STREET, and on arriving at MONTROSE STREET, turn to the left, passing COCHRANE STREET in a line with ST VINCENT STREET, fronting the Royal Exchange, of which it commands an admirable view, keep west towards the Exchange, and pass on the left hand BRUNSWICK STREET and HUTCHESON STREET, after which, the first Street on the left is GLASSFORD STREET, near the head of which, on the west side, is the TRADES' HALL, an elegant and substantial building, with columns and ornamented windows in front; it contains the place of meeting for the Incorporated Trades, and is decorated by a well executed carving of the City Arms; nearly opposite, but farther down the Street, is the POST-OFFCE, a recently erected building, having some resemblance to that in Waterloo Place, Edinburgh, and like it, liable to the charge of an ill-adapted lobby, and imperfect access. Still pursuing the line of Glassford Street we cross the Trongate, and enter STOCKWELL STREET, a wide street of lofty houses, terminating at the river, which is here crossed by a fine bridge called the OLD BRIDGE. On approaching to the bridge, we pass on the left the west end of BRIDGEGATE STREET, or, as it is more frequently called, the Briggate; it is one of the oldest streets in Glasgow, and at one time contained the mansion-houses of many of the western nobility. Turning to the right, on reaching the river brink, we proceed along WEST CLYDE

STREET, a splendid terrace built along the river side, and fronting the south; it commands a beautiful view of ADELPHI STREET and CARLTON PLACE, on the opposite bank of Clyde, which rolls in front of them in majesty and pride. Passing on our journey down the river, the TOWN HOSPITAL for the maintenance of decayed citizens, immediately adjoining which is the ROMAN CATHOLIC CHAPEL, a handsome Gothic building of large dimensions. A little farther west is situated the CUSTOM HOUSE, a building erected within these few years, but certainly not such a one as Glasgow had a right to expect, from the important and rapidly increasing business requiring to be transacted within its walls. The exterior is far from being elegant, and the internal arrangements are reported very defective. Almost immediately in front of this building the river is spanned by GLASGOW BRIDGE, not only the finest structure in Glasgow, but absolutely unrivalled in Scotland, if, indeed, it be surpassed by any similar work in the kingdom. It consists of seven arches of beautiful proportions, surmounted by an exceedingly chaste, yet massive, balustrade, which, like the rest of the bridge, is of Aberdeen granite. It was designed by Thomas Telford, Esq., Civil-Engineer, and built by John Gibb and Son, Esqrs.; its length over the newels is five hundred and sixty feet, and the width sixty feet over the parapets; it rises with a graceful curve in the centre, and is altogether elegant as well as substantial.

The view from the top of the bridge is in every way worthy of the structure. Looking down the river on both sides, as far as the eye can reach, are seen in interminable succession forests of tall masts, between which may be seen crowds of men, horses, and wains, busy in the traffic of the port, while extensive ranges of wharf-sheds and lofty warehouses fill up the vista. Along the bridge itself the continuous stream of human beings passing and repassing in opposite and never ceasing tides heighten and enliven the scene. Immediately at the southern extremity of the bridge is the DEPOT OF THE GLASGOW, PAISLEY, GREENOCK, KILMARNOCK, AND AYR RAILWAY.

Retracing our steps along the bridge, we proceed by JAMAICA STREET, till once more we arrive in Argyle Street, and turning east, pass on the right ST ENOCH SQUARE, containing ST ENOCH'S CHURCH, and the SURGEONS' HALL; a little beyond which, on the same side is MAXWELL STREET, the first street east of which is DUNLOP STREET, containing the THEATRE ROYAL, a handsome new built edifice, under the management of the proprietor Mr Alexander. Leaving Dunlop Street, two hundred yards west, in Argyle Street, brings us opposite the entrance of the ARGYLE ARCADE, an exceedingly neat and tastefully fitted up range of shops, with a covered passage leading into BUCHANAN STREET, one of the handsomest streets in Glasgow. It contains on the left hand side, *going* up, at the corner of St Vin-

CENT'S STREET, the apartments of the WESTERN CLUB, a fine building just finished. It is most elegantly furnished with every accommodation, which can minister to the luxury and convenience of the members, who consist of the elite of the nobility and gentry of the West of Scotland. Opposite are the new premises of the BRITISH LINEN BANK, a gorgeous building, ornamented almost to profusion. Continuing up the street, we arrive at St George's Church, close by the point from which we set out.

On the south side of the River Clyde is the Barony of Gorbals, a large and populous suburb; divided into districts known by the names of Hutchesontown, Tradestown, and Kingstown. It contains many spacious and elegant streets; together with extensive manufactories of machinery and many other kinds of goods.

Besides the public buildings and institutions already enumerated, there are many other and excellent seminaries of education, and for other public purposes, of which Glasgow may be justly proud. Among the principal of which are the Andersonian University, the High School, Mechanic's Institution, the Lunatic Asylum, and although of a totally different nature from any of these, the Cleland Testimonial, and many more, all demonstrating the opulence and liberality of the Glasgow citizens.

STATIONS.	Morning.	Forenoon.	Afternoon.	Evening.
	h. m.	h. m.	h. m.	h. m.
EDINBURGH,	7 0	11 0	3 0	5 0
Corstorphine, .	7 8	...	3 8	5 8
Ratho, .	7 20	...	3 20	5 20
Winchburgh, .	7 37	...	3 37	5 37
LINLITHGOW, .	7 51	11 46	3 51	5 51
Polmont, . .	8 4	...	4 4	6 4
FALKIRK, .	8 16	12 8	4 16	6 16
CASTLECARY, .	8 32	12 24	4 32	6 32
Croy, . .	8 43	...	4 43	6 43
Kirkintilloch, .	9 1	...	5 1	7 1
Rishop-Briggs, .	9 11	...	5 11	7 11
GLASGOW, . .	9 30	1 15	5 30	7 30

TIME.—GLASGOW TO EDINBURGH.

STATIONS.	Morning.	Forenoon.	Afternoon.	Evening.
	h. m.	h. m.	h. m.	h. m.
GLASGOW, . .	7 0	11 0	3 0	5 0
Bishop-Briggs, .	7 16	...	3 16	5 16
Kirkintilloch, .	7 24	...	3 24	5 24
Croy, . . .	7 42	...	3 42	5 42
CASTLECARY, .	7 53	11 51	3 53	5 53
FALKIRK, . .	8 12	12 7	4 12	6 12
Polmont, . .	8 21	...	4 21	6 21
LINLITHGOW, .	8 34	12 29	4 34	6 34
Winchburgh, .	8 48	...	4 48	6 48
Ratho, . .	9 6	...	5 6	7 6
Corstorphine .	9 18	...	5 18	7 18
EDINBURGH, .	9 30	1 15	5 30	7 30

N. B. The Trains stop only at those Stations opposite which the Time is marked.

A Train of Third Class Carriages leaves each end along with the Luggage Train at 6 o'clock each morning.--Fare 2s. 6d.

Sunday Trains from each end at ½ past 7 a. m. and ½ past 5 p. m. stopping at all the Stations.

Omnibuses leave Stirling for Falkirk Station at ½ past 6 and ½ past 10 a. m. and ½ past 2 and ½ past 4 p. m.; returning from Falkirk Station on arrival of the Trains which leave Edinburgh at 7 and 11 a. m. and 3 and 5 p. m.

Omnibuses leave Stirling for Castlecary Station at ¼ to 7 and ¼ to 11 a. m. and ¼ to 3 and ¼ to 5 p. m.; returning from Castlecary Station on arrival of the Trains which leave Glasgow at 7 and 11 a. m. and 3 and 5 p. m.

Omnibuses from and to all parts of Edinburgh and Leith; and Glasgow, *to suit the departure* and arrival of Trains at both Termini.

OF FARES OF THE EDINBURGH AND GLASGOW RAIL

| | | |

GENERAL POST-OFFICE, WATERLOO PLACE.

MAILS TO AND FROM EDINBURGH.

WITH THE HOURS AT WHICH THE LETTER-BOX IS CLOSED, AND THE TIME OF DESPATCH, ARRIVAL, AND DELIVERY OF THE LETTERS.

MAILS.	Box closed.	Despatch.	Arrival.	Delivery.
ABERDEEN & DUNDEE, through Fife, . .	4-30 a.m.	5-30 a.m.	7-13 p.m.	7-30 a.m.
ABERDEEN by Perth,	3-15 p.m.	4-3 p. m.	5-30 a.m.	7-30 a.m.
BERWICK, . .	9-15 p.m.	10 p.m.	1-55 a.m.	7-30 a.m.
DUMFRIES, . .	6 a.m.	7 a,m.	2 p.m.	3-80 p.m.
DUNBAR, &c. . .	3-15 p.m.	4 p.m.	11 a.m.	12 noon
FALKIRK, &c. . .	3-15 p.m.	4 p.m.	11 a.m.	12 noon
GLASGOW, &c. (Morning),	4-45 a.m.	5-45 a.m.	11 a.m.	12 noon
GLASGOW (Day), .	11 a.m	11-15 p.m.	5-15 p.m.	5-45 p.m.
GLASGOW (Night), .	8-45 p.m.	9-30 p.m.	3-5 a.m.	7-30 a.m.
IRISH (First Despatch, for Dublin and the South of Ireland), . .	7 a.m.	7-55 a.m	11 a.m.	12 noon
IRISH (Second Despatch, for Donaghadee and the North of Ireland, carrying also Letters too late for Dublin and South of Ireland), . .	11-40 a.m.	12-10 p.m.	11 a m.	12 noon
LONDON (Day), .	7 a.m.	7-55 a.m.	2-13 p. m	3-30 p.m.
LONDON (Night), .	9-15 p.m.	10-40 p.m.	1-30 a. m.	7-30 a.m.
PERTH, INVERNESS, and THURSO, . .	4-30 a.m.	5-30 a.m.	9-16 p.m.	7-30 a.m.

MAIL AND PRINCIPAL STAGE COACHES, WITH THE TIME OF THEIR DEPARTURE FROM EDINBURGH.

ABERDEEN.—Royal Mail, Black Bull & 10 Princes St. ¼ before 4 afternoon.
Royal Mail, Waterloo Hotel, and 4 and 11 Princes Street, ½ past 5 morning.
Victoria, 4 and 11 Princes St., ½ past 7 morning.
Defiance, Black Bull & Waterloo Hotel, and 4, 10, & 11 Princes St. 8 morning.
Union, 4 Princes Street, 10 morn.

AYR,—Royal Mail, Black Bull and 10 Princes Street, 12 noon.
Marquis of Hastings, 4 and 11 Princes Street, Tues., Thur., Sat., 8 morning.

CARLISLE.—Royal Mail, Black Bull and 10 Princes Street, ½ past 7 morn, & ½ past 10 even.
Engineer, Waterloo Hotel and 4 and 11 Princes St., ¼ before 7 morn., & 9 evening.

DALKEITH, 1 Princes Street., 11 morn. 4 afternoon, & 8 even.

DARLINGTON,—Royal Mail, Black Bull and 10 Princes St., 10 evening.
Union, Black Bull & 10 Princes Street, 6 morning.
Highflyer, Black Bull and 4, 10, and 11 Princes St., 7 morn.
Chevy Chase, Black Bull and 4 10, and 11 Princes Street., 5 afternoon.

DUMFRIES.—Royal Mail, Black Bull, and 10 Princes Street ¼ before 7 morn.
Enterprise, 4 and 11 Princes St., 8 morning.

DUNBAR.—Union, Black Bull and 10 Princes St., 6 morn.
Defiance, 4 and 11 Princes St., and 177 and 195 High Street, ¼ before 4 afternoon.
DUNDEE.—Royal Mail, Waterloo Hotel and 4 and 11 Princes Street. ½ past 5 morning.
Royal Mail, Black Bull and 10 Princes St., ¼ before 4 afternoon.
Union, 4 Princes St. 10 morn.
DUNFERMLINE.—Royal William, Black Bull and 10 Princes Street, 8 morniug.
Antiquary, Black Bull and 10 Princes Street, 4 afternoon.
DUNSE.—Royal Eagle, 1 North Bridge, 10 morning.
HADDINGTON.—Union, Black Bull, 6 morning.
Enterprise, 177 and 195 High St., and 4 and 11 Princes Street, ¼ before 9 morning.
Times, ½ past 3 afternoon.
HAWICK.—(By Galashiels and Selkirk).—Standard, Black Bull and 2 and 10 Princes Street, 4 afternoon.
Enterprise, Waterloo Hotel and 4 and 11 Princes Street, ¼ before 4 afternoon.
INVERNESS. — (By Perth). — Royal Mail, Black Bull and 10 Princes Street, ¼ past 5 morn.
Defiance, Black Bull and Waterloo Hotel, and 4 and 10 Princes Street, 8 morning.
Royal Union, 4 and 11 Princes Street., 10 morning.
JEDBURGH.— Blucher, Waterloo Hotel and 4 and 11 Princes St. Tues. Thurs. & Sat. 8 morn.
KELSO. — Tweedside, 1 North Bridge. 8 morning.
Highflyer, Black Bull and 4, 10, and 11 Princes Street, 7 morn.
LANARK.— Clydesdale, Waterloo Hotel and 11 Princes Street, at 7 every morning in summer; and in winter, at 9 on Tues. Thursday. and Saturday.
Falls of Clyde, 2 Princes Street, 3 afternoon.
LANCASTER.—(By Carlisle).—*Engineer*, Waterloo Hotel and *4 and 11 Princes* Street, ¼ before *7 morning*, and 9 evening.
LEEDS. — Chevy Chase, Black Bull and 4, 10, and 11 Princes Street, 5 afternoon.
Union, Black Bull and 10 Princes Street, 6 morning.
LONDON.— Royal Mail, Black Bull and 10 Princes Street, ½ past 7 morn & ½ past 10 even.
Highflyer, Black Bull and 4, 10, and 11 Princes Street, 7 morn.
Union, Black Bull and 10 Princes Street, 6 morning.
MELROSE.—Blucher, Waterloo Hotel and 4 and 11 Princes St., Mon. Wed. and Friday, 8 morn.
MONTROSE—Royal Mail, Black Bull and 10 Princes Street, ¼ before 4 afternoon; Waterloo Hotel and 4 and 11 Princes St., ½ past 5 morning.
MUSSELBURGH. — 11 Princes Street, 11 morning, 12 noon, & 2, 4, 6, and 8 evening.
From 1 Princes Street, and 122 High Street, 10½ morning, 2 and 4 afternoon, and 8 evening.
NEWCASTLE. — Royal Mail, Black Bull and 10 Princes Street, 10 evening.
Union, Black Bull and 10 Princes Street, 6 morning.
Chevy Chase, Black Bull and 4, 10, and 11 Princes St., 5 even.
Highflyer, Black Bull and 4, 10, and 11 Princes Street, 7 morn.
PEEBLES AND INVERLEITHEN. — Fair Trader, 4 Princes Street, ½ past 8 morning.
PERTH. — Royal Mail, Black Bull and 10 Princes Street, ¼ past 5 morning; and ¼ before 4 afternoon.
Defiance, Black Bull and Waterloo Hotel, and 4, 10, and 11 Princes Street, 8 morning.
Saxe Coburg, Black Bull and 10 Princes Street, 9 morning.
Fife Defiance, Black Bull and 10 Princes Street, ½ past 1 aftern.
PORTOBELLO.—1 and 4 Princes Street, every hour from 10 morn. till 9 evening.
TRANENT. — Eastern Star, 2 Princes Street, 4 afternoon.
YORK.—See Darlington and Newcastle.

RAILWAY COACHES TO AND FROM EDINBURGH, DALKEITH, PORTOBELLO, LEITH, AND FISHERROW.

From St Leonards Depot, Edinburgh, to Dalkeith, Fisherrow, &c., at 10m. past 8, 10m. past 10 a. m., 10m. past 12, 10m. past 2, 10m. past 4, 10m. past 6, and 25m. past 8 p. m.

To Leith and Portobello, at 10m. past 10 a. m., 10m. past 12, 10m past 2, 10m. past 4, and 10m. past 6 p. m.

From Dalkeith and South Esk Stations to Edinburgh, &c., at 8 and 10 a. m. 12 noon, 2, 4, 6, and 10m. past 8 p. m.

From Constitution Street, Leith, to Portobello, Edinburgh, Dalkeith, Fisherrow, &c., at 10 a. m., 12 noon, 2, 4, and 6 p. m.

From Fisherrow Station to Edinburgh, Dalkeith, &c., at 20m. past 7, 20m. past 8, and 20m. past 10 a. m., 20m. past 12, 20m. past 2, 20m. past 4, 20m. past 6, and 25m. to 9 p. m.

Parcels for Dalkeith and Musselburgh are booked at No. 10 Princes St.

CANAL-BOATS TO AND FROM EDINBURGH AND GLASGOW.

SUMMER HOURS.—(*From May* 1 *to September* 30.)

From Edinburgh to Glasgow by Linlithgow and Falkirk, at 7 and 9 a. m. and 12 noon, and 5, 7, 8, 9, and ½ past 9 p. m.

From Glasgow to Edinburgh, at same hours.

WINTER HOURS.—(*From October* 1 *to April* 30.)

From Edinburgh to Glasgow, by Linlithgow and Falkirk, at 9 a. m., 12 noon, and 5, 7, 8, 9. and ½ past 9 p. m.

From Glasgow to Edinburgh, at same hours.

STEAM-VESSELS FROM LEITH.

Hours of Departure refer to the Summer Season.

Aberdeen, &c.—Tuesday, Wednesday, Friday, Sat., 6 a. m. Offices, 27 Princes Street, 3 Dock Gates, Leith, and Granton Pier.

Berwick—Friday morning at 8. Offices, News Rooms, 22 Waterloo Place, and 3 Shore, Leith.

Dundee—Every morning. Offices, 1 and 2 Princes Street, Duty House, and Granton and Chain Piers.

Dysart, Leven, and Largo—Twice a-day. Offices, Duty House, and Granton Pier.

Hull—Wed. and Sat. Offices, 1 Princes St. and 44 Bernard St., Leith.

Inverness—Tuesday, 6 a. m. Offices, 27 Princes Street, 3 Dock Gates, Leith, and Granton Pier.

Kirkcaldy—6 and 10 a. m. and 2 p. m. Office, Newhaven Pier.

London—Wednesday and Saturday. Offices, 21 Waterloo Place, 20 Princes Street, and 14 and 50 Shore, Leith.

Montrose—Wednesday and Saturday, at 8 morning. Offices, News Rooms 22 Waterloo Place, and 3 Shore, Leith.

Newcastle—Wednesday, 7 a. m. and Saturday, 6 p. m. Offices, ditto.

Stirling and Alloa—Twice a-day at low water. Offices, 1 and 2 Princes Street, Duty House, and Granton Pier.

Wick, Kirkwall, and Lerwick—Friday, 6 a. m. Offices, 21 Princes Street, 3 Dock Gates, Leith, and Granton Pier.

FERRIES ON THE FORTH.

FIFE AND MID-LOTHIAN.

WINTER HOURS, *commencing 4th October* 1841.

From Newhaven Stone-Pier.

To Burntisland.—By Pettycur, 5¾ and 8 a. m., and 4 p. m. Direct, 1 p. m.

To Pettycur.—Direct, 5¾, 8, and 10½ a. m., and 4 p. m. Burntisland, 1 p. m.

To Kircaldy.—Direct, 7 and 10 a. m., and 2 p. m.

Sunday Hours.

To Pettycnr, 5¾ a. m.

To Burntisland, thence to Pettycur, 9 a. m.

To Pettycur thence to Burntisland, 4 p. m.

To Newhaven Stone-Pier.

From Burntisland. — Direct, 7 and 9½ a. m. By Pettycur, 2½ and 5½ p. m.

From Pettycur.—By Burntisland, 6½ and 9 a. m. Direct. 12 noon, and 3 and 6 p. m.

From Kirkcaldy.—Direct, 8½ a. m. 12 noon, and 4 p. m.

Sunday Hours.

From Burntisland, by Pettycur, 10 a. m. and 5½ p. m.

From Pettycur, 7½ and 10½ a. m., and 6 p. m.

QUEENSFERRY.

A steam-boat leaves the north side every half hour, and the south every hour, as follows;—

15th Jan. to 15th Feb. 7½ m. to 4½ afternoon.

15 Feb. to 15th Mar. 7½ m. to 5½ afternoon.

15th Mar. to 15th April, 6½ m. to 6½ afternoon.

15th April to 15th Aug. 5½ m. to 7½ afternoon.

15th Aug. to 15th Sept. 6½ m. to 6½ afternoon.

15th Sept. to 15th Oct. 6½ m. to 5½ afternoon.

15th Oct. to 15th Jan. 7½ m. to 3½ afternoon.

On Sundays a sailing-boat leaves each side three times a day, as follows;—

Mar. 1 to Sept. 1, 8 m., and 2 and 6 afternoon.

Sept. 1 to Mar. 1, 9 m., and 1 and 3 afternoon.

KINCARDINE.

Two steam-boats are constantly upon the ferry, crossing in about five minutes, in all states of the weather and at all times of the tide.

N.B.— From the 1st of April to the 31st of August, fares are doubled from 10 p.m. till 5½ a.m.; and from the 31st of August till the 1st of April, from half an hour after sunset till half an hour before sunrise.

ALLOA.

A steam-boat sails at 6 a. m. (except Sunday) from the N. side, and every hour after, or oftener if required, leaving the N. side at 8, and the S. at 9 p. m. for the last time.—A small boat every hour that the steam-boat does not sail.

FERRIES ON THE TAY—DUNDEE.

A steam-boat sails from Dundee to Newport every lawful day, at the following hours in the morning, and continues to ply hourly until the undermentioned hours in the evening;—

From 16th Feb. to 15 March inclusive, 7 morn. to 5 afternoon, and at 8 evening.

16th Mar. to 15th April, 7m. to 6 a. and at 8 evening.

16th Apr. to 10th Sept., 7 m. to 8 a.

DUNDEE—Continued.

11th Sept. to 30th Sept. 7 m. to 6 a. and at 8 evening.
1st Oct. to 15 Oct. 7 m. to 5 a., and at 8 evening.
16 Oct. to 15th Feb. 7 m. to 4 a., and at 8 evening.
The boat leaves Newport for Dundee at each ½ half hour after sailing from Dundee.
A cutter sails an hour before the steam boat each morning, from the 15th Feb. to the 15 Oct.
On Sundays the steam-boat sails from Dundee and Newport as follows;—
From 1st Oct. to 28th Feb. from Dundee at 8 and 10 morning, and 1, 2, and 4 afternoon; and from Newport at ½ past 8 and ½ past 10 morning, ½ past 1, ½ past 2, and ½ past 4 afternoon.
From 1st March to 23d April, and from 26th Aug. to 30th Sept., from Dundee at 7, 9, and 10 morning, and 1, 2, 4, & 6 aftern., and from Newport at ½ past 8; ½ past 9, and ½ past 10 morning, and ½ past 1, ½ past 2, ½ past 4, and ½ past 6 afternoon.
From 24 April to 25 Aug. from Dundee at 7, 9, and 10 morning, and 1, 2, 4, and 8 afternoon; and from Newport at ½ past 7, ½ past 9, and ½ past 10 morning, and ½ past 1, ½ past 2, ½ past 4 and ½ past 8 afternoon.

BANKS AND BANKING COMPANIES IN EDINBURGH.

NATIONAL SECURITY SAVINGS BANK OF EDINBURGH,

OFFICE, HEAD OF THE MOUND.

Bank of Scotland, Bank Street. Draw on Bank of England, Coutts & Co., and Smith, Payne, and Smiths, London.
Royal Bank of Scotland, St Andrew Square. Draw on Bank of England, and Coutts & Co., London.
British Linen Company, St Andrew Square. Draw on Smith, Payne, and Smiths, and Bank of England, London.
Commercial Bank of Scotland, High Street. Draw on Jones, Lloyd & Co., London.
National Bank of Scotland, St Andrew Square. Draw on Glyne, Halifax, Mills, & Co. London.
Sir W. Forbes, J. Hunter & Co. Parliament Square. Draw on Coutts & Co., and Barclay, Bevan & Co., London.
Edinburgh and Leith Bank, 4 St Andrew Square. Draw on Williams, Deacon & Co., London.
Alex. Allan & Co., 40 Princes Street. Draw on Barclay & Co., London.
Western Bank of Scotland, 12 St Andrew Square. Draw on Jones, Lloyd & Co., London.
Clydesdale Banking Co., 61 Royal Exchange. Draw on Barnett, Hoars & Co., London.
Eastern Bank of Scotland, 12 South Hanover Street. Draw on Barclay, Bevan & Co., London.

PRINCIPAL HOTELS AND INNS IN EDINRURGH.

Albion, 28 James' Square. Commercial.
Black Bull, 3 Catherine Street. Commercial and Family.
British Hotel, 70 Queen Street. Family.
Campbell's Hotel, 21 Princes Street. Family.
Crown Hotel, 11 Princes Street. Commercial and Family.
Douglas' Hotel, 34 St Andrew Square. Family.

EDINBURGH HOTELS—Continued.

Harrow Inn, 54 Candlemaker Row. Agricultural.
London Hotel, 2 St Andrew Square. Commercial.
Mackay's Hotel, 9 Princes Street. Family and Commercial.
Macqueen's Hotel, 8 Princes Street. Family.
Manuel's Private Hotel, 23 St Andrew Square. Family.
National Hotel, 8 West Register Street. Commercial and Family.
Oman's Hotel, 6 Charlotte Square. Family.
Regent Hotel, 14 Waterloo Place. Commercial.
Royal Hotel, 53 Princes Street. Family.
Ship Hotel, 7 East Register Street. Family and Commercial.
Star Hotel. 36 Princes Street. Commercial and Family.
Simpson's Hotel, 5 Queen Street. Family.
Sutherland's Private Hotel, 128 George Street. Family.
Tait's Hotel, 8 Princes Street. Commercial.
Turf Hotel, 3 Princes Street. Commercial.
Waterloo Hotel, Regent Bridge. Commercial and Family.
Wren's Private Hotel, 1 Castle Street. Family.
York Hotel, 19 Nicolson Street. Commercial.
White Hart Inn, 32 Grassmarkct. Agricultural.

HACKNEY COACH FARES.

DISTANCE.

For any distance not exceeding				For any distance not exceeding			
¾ of a mile, .	L.0	1	0	3 miles, . .	L.0	4	0
a mile, .	0	1	6	three miles and a half,	0	4	6
a mile and a half,	0	2	0	four miles, . .	0	5	6
two miles, .	0	3	0	four miles and a half,	0	6	6
two miles and a half,	0	4	0	five miles, . .	0	7	0

TIME.

For an airing into the country and back, either by the same or a different road, at the rate of Three Shillings and Sixpence an hour.

For time spent within the City or Suburbs, for any period not exceeding half an hour One Shilling, and Sixpence for each subsequent quarter of an hour. The fares to be charged either by distance or time, in the option of the Coachman; but not by both.

Half fares in returning by the same Coach, when the charge is by distance. Tolls in addition. No King's duty chargeable.

For Coaches brought from a Stand further than the nearest, Sixpence extra.

From eleven to twelve at night, fare and a quarter; from twelve night to one morning, fare and a half; from one to six a.m. double fare. No additional fare to and from the Theatre.

No additional fare at night to and from the Assembly Rooms before twelve.

If a Carriage be detained more than ten minutes at taking up or setting down, a charge for time in addition to distance to be made.

No additional charge to made on Sundays, whether the Carriages be taken from the Stances or the Stable, unless when taken beyond the Parliamentary Bounds.

Cab and One-horse Coach fares, two-thirds of the Hackney Coach fares, *both as to* distance and time.

GLASGOW POST-OFFICE, GLASSFORD STREET.

JUNE, 1841.

Delivery of Letters.

(Office opens at 8 a.m. and shuts at 10 p.m.)

FIRST DELIVERY, 8 a.m.—with Letters by mails from London, Edinburgh, West Highlands, Ireland, Greenock, Stirling, &c. Box closes for Town Letters at 6-30 a.m.

SECOND DELIVERY, 12-15 noon—Aberdeen, Perth, Stirling, Edinburgh and East of Scotland, Paisley, &c. Box closes at 11-30 a.m.—The Letters by the Perth Mail may be had at the carriers' window, from 9 a.m. till 12 noon.

THIRD DELIVERY, 2-30 p.m.—London (day), Paisley, Greenock, &c. Box closes at 1-30 p.m.

FOURTH DELIVERY, 5-15 p.m.—Edinburgh (day), Greenock, Paisley, Stirling, &c. Box closes at 4-30 p.m.

Delivery on Sundays (at the Office only), from 8 to 10 a.m. 1-15 to 1-45 p.m. and 4 to 8 p.m.

Arrivals and Departures of Mails.

Arrival. H. M.		Box shuts. H. M.	1d. up to H. M.
11 0 a.m.	Edinburgh, stage coach,	2 30 a.m.	3 0 a.m.
9 40 p.m.	Dumbarton and Highland Ride,	2 30 —	3 0 —
9 35 —	Stirling and Linlithgow Rides,	2 30 —	3 0 —
4 50 —	Greenock, Paisley, &c.	2 30 —	3 0 —
8 45 —	Ayrshire & Dumfries-shire stage coach,	2 30 —	3 0 —
9 20 —	Ayr, Beith, Johnstone, &c. per Railway,	2 30 —	3 0 —
1 30 —	London (day),	7 45 —	8 0 —
11 45 a.m.	Paisley,	8 15 —	8 30 —
9 50 p.m.	Paisley, Greenock, and Port-Glasgow,	11 15 —	11 30 —
4 45 —	Edinburgh (day),	12 0 noon	12 15 noon
8 10 a.m.	Stirling, Perth, Aberdeen, &c.	12 30 —	1 0 p.m.
3 45 p.m.	Dumbarton, steamer,	2 0 p.m.	2 20 —
1 50 —	Greenock, Port-Glasgow,	1 15 —	1 30 —
2 20 a.m.	Paisley, &c.	4 0 —	4 30 —
11 0 —	Falkirk, and Alloa,	3 30 —	3 45 —
2 0 —	Irish and Ayrshire,	4 0 —	4 30 —
8 0 p.m.	Hamilton & Strathaven, stage,	4 30 —	4 45 —
3 45 —	Stirling and Denny, stage,	4 30 —	4 45 —
4 40 —	Airdrie, Shettleston & Langloan,	4 30 —	4 45 —
1 0 a.m.	London (night),	9 30 —	10 0 —
2 0 —	Edinburgh (night),	9 30 —	10 0 —

A Fee of 6d. is charged from the hour stated in the last column up to the hour of despatch.

GLASGOW STAGE COACHES.

ABERDEEN, Tontine Hotel, at 6 a. m,
Aberdeen at ½ before 8 a. m. from 64 Trongate.
ANNAN, Independent, Black Bull and Tontine, 5 a. m.
ARBROATH, at ½ before 8 from Black Bull, 8 a. m. Tontine.
BALFRON, 98 Candleriggs, at 4 p. m. Monday, Wednesday and Saturday.
BARRHEAD, 98 Trongate, ½ past 4 p. m.
BELLSHILL, 89 Trongate, 4 p. m.
BOTHWELL, 98 Trongate, at 9 a. m. 3 and 8 p. m. and 7 p. m. on Saturday.
CARLISLE, Independent, from Tontine aud Black Bull, 5 a. m.
CRIEFF, Mail Coach Office, 64 Trongate, at 1 p. m.
CUMNOCK, Black Bull Inn and Tontine, at 5 a. m.
DRYMEN, 38 Ingram Street, Mond., Wed., and Sat. in summer, and Wed. and Sat. in winter at 4 p. m.
DUMFRIES, Tontine Hotel and Black Bull Inn, at 5 a. m.
DUNBLANE, ½ before 6 Black Bull, 6 Tontine, and at 8 a. m.
DUNDEE, Tontine Hotel, at 8 a. m.
Dundee, Black Bull, Mail Coach Office, 64 Trongate, at ½ to 8 a.m.
DUNTOCHAR, 164 Trongate, at ½ past 4 p. m.
EAGLESHAM, 161 and 163 Main St., Gorbals, Wed. and Sat at 5 p. m.
GALSTON, 98 Trongate, 4 p. m.
HAMILTON, 98 Trongate, at 9 a. m. 3 and 8 p. m. and 7 p.m. on Saturday.
Hamilton, from Black Bull, at ½ before 7 a. m. in summer only, and ½ before 4 p. m.
Hamilton, 74 Trongate at 9 a. m. 12 noon, 3, 4, 5 and 8 p. m.
Hamilton, 151 Gallowgate, 5 p.m.
Hamilton, 80 Trongate, at ½ past *4 p. m.*
KILMARNOCK, 64 Trongate, ½ before 11 a. m. and ½ before 4 and 6 p. m.—Tontine Hotel, ½ before 11 a. m. and ½ to 5 p m.—Black Bull, at 11 a.m. and 5 p.m.—98 Trongate, 4 and 5 p. m.
KILBRIDE, 98 Trongate, 5 p. m.
LANARK, Black Bull, ½ before 4, Tontine, at 4 p. m.
LIVERPOOL, Black Bull Inn and Totine, 5 a. m.
LONDON, Black Bull Inn and Tontine, 5 a. m.
MANCHESTER, Black Bull Inn and Tontine, 5 a. m.
MILNGAVIE, 38 Ingram St., daily, at 4 p. m.
NEILSTON, 98 Trongate, at ½ past 4 p. m.
NEWMILNS, 98 Trongate, 4 p.m.
PARTICK, 164 Trongate, at ½ past 11 a.m. ½ past 4, ½ past 8, ½ past 9 p. m.
PARKHEAD and SHETTLESTON, from Tontine, at 4-15 and 8-15 p. m. daily.
PERTH, Black Bull 10 Argyle St. ½ before 6 a. m. and ½ before 8 a. m.
POLLOCKSHAWS, 44 Stockwell, 4 and 8 p. m. and 98 Trongate, ½ to 4 p. m.
RENFREW, 78 Trongate, ½ past 4 p.m. daily, Thursday excepted.
RUTHERGLEN, 164 Trongate, at 11 a. m. 4-15 and 8-15 p. m.—98 Trongate, at 5 p.m.
SANQUHAR, Black Bull Inn. See Dumfries.
STONEHOUSE, 74 Trongate, 151 Gallowgate, at 4 and 5 p. m.
STRATHAVEN, 74 Trongate, at 4 and 5 p.m. by Hamilton, Stonehouse and Larkhall, daily.
Strathaven, 98 Trongate, by Kilbride, at 5 p.m.
Strathaven, 151 Gallowgate, 4 p.m.
STRATHBLANE, 38 Ingram St., daily, at 4 p m. Thurs. excepted.
THORNHILL, Tontine and Black Bull, at 5 a. m.
WISHAW, 52 High St., Mond., Wed. and Frid., at 4 p. m.

GARNKIRK AND GLASGOW RAILWAY CARRIAGES.

GLASGOW to AIRDRIE, ¼ past 7 and ¼ past 10 morning; ¼ past 1 and 5 o'clock afternoon; 4 in Winter.

AIRDRIE to GLASGOW, at ½ past 8 and ½ past 11 morning; and ¼ past 2 and ½ past 6 afternoon; ½ past 5 in Winter.

For change of hours in Winter, &c. see the Boards, or apply at the Railway Office, Townhead, or at the Railway Coach Office, Brunswick Place, Trongate.

GLASGOW AND PAISLEY JOINT RAILWAY.

HOURS OF STARTING.

From Glasgow.	*From Paisley.*	
At Half-past 7 morning.	At 10 minutes past 9 morning.	
8 —	40 —	9 —
9 —	10 —	10 —
10 —	10 —	11 —
Half-past 10 —	40 —	12 afternoon.
12 —	10 —	1 —
Half-past 12 afternoon.	10 —	2 —
2 —	40 —	3 —
Half-past 2 —	10 —	4 —
4 —	40 —	4 —
Half-past 4 —	10 —	5 —
5 —	40 —	6 —
6 —	10 —	7 —
Half-past 6 —	40 —	8 —
8 —	10 —	9 —
9 —		

GLASGOW, PAISLEY. KILMARNOCK & AYR RAILWAY.

From Glasgow.		*From Ayr.*
At 7 30 a.m.	Passenger Trains	At 8 a.m.
10 30 a.m.		11 a.m.
12 30 p.m.	Parcels and Light Goods, with 2d and 3d Class Carriages only	12 30 p.m.
2 30 p.m.	Passengers Trains	3 p.m.
4 30 p.m.		5 p.m.
6 30 p.m.		7 p.m.

A train with heavy luggage, packed the night before, will start from Glasgow and from Ayr at 6 a.m. but will not carry any passengers.

GLASGOW, PAISLEY, AND GREENOCK RAILWAY.

The Trains run at the following hours:—

From Glasgow—Down.

8 a.m.	4 p.m.
* 9 —	* 5 —
10 —	6 —
12 noon.	8 —
* 2 p.m.	

From Greenock—Up.

Half-past 8 a.m.	Half-past 3 p.m.
* Half-past 9 —	* Half-past 4 —
Half-past 10 —	Half-past 6 —
* Half-past 12 p.m.	Half-past 8 —
Half-past 1 —	

No Trains on Sundays.

The Trains marked * stop at the Houston and Bishopton Stations.

All the Trains stop at the Paisley and Port-Glasgow Stations.

Passengers can, if they desire it, be booked throughout at Glasgow and Paisley to the under-mentioned places, and on leaving them for the Up Trains they will receive Tickets to free them per Railway.

DOWN TRAINS.

Boats and Omnibuses depart from Greenock for the under-mentioned places on the arrival of the Trains, which leave Glasgow at the hours specified below:—

Gourock and Ashton.	Helensburgh and Roseneath.	Gareloch-head.	Dunoon.	Rothesay.
	8 a.m		8 a.m.	8 a.m.
At 9 a.m.				
10 —	10 —			
12 noon.	12 noon.		12 noon.	12 noon.
2 p.m.				
4 —	4 p.m.		4 p.m.	4 p.m.
5 —				
	6 —	6 p.m.		

UP TRAINS.

Boats or Omnibuses arrive from the under-mentioned places for the Trains, which leave Greenock at the hours specified below:—

Gourock and Ashton.	Roseneath and Helensburgh.	Gareloch-head.	Dunoon.	Rothesay.
At 8 30 a.m.	8 30 a.m.	8 30 a.m.	8 30 a.m.	8 30 a.m.
10 30 —	10 30 —			
12 30 p.m.	12 30 p.m.		12 30 p.m.	12 30 p.m.
1 30 —				
3 30 —	3 30 —			
4 30 —			4 30 —	4 30 —
	6 30 —			

Passengers by the 8 o'clock, a. m. Down Trains can join the Lochgoil boat to Inveraray at Greenock.

Other arrangements are in progress, and will be advertised shortly.

Passengers to and from Liverpool, Dublin, Belfast, &c. will save *nearly two hours by* taking the Railway to and from Greenock.

HULL to SELBY, 7 and 10 morning, and 3 and 6 afternoon, leading to London by the Midland Counties Railway.

DARLINGTON to LONDON, by North of England Railway, 6-15, 9-15, 12-15 morning; 3-30, 6-30 evening.

LIVERPOOL to LONDON, by Manchester and London and Birmingham Railway:—

FIRST CLASS.—8-45, 11 morning; 2, 4-45 afternoon; 7-15 evening.

SECOND CLASS.—7, 10, 11-45 morning; 2-30, 5-30, 7-15 even. mixed. Stopping only at Newton and Parkside.

Sunday Trains.

FIRST CLASS.—8 morning; 5 afternoon; 7-15 evening.

SECOND CLASS.—7 morning, 5-30 afternoon; 7-15 afternoon, mixed. Stopping only at Newton and Parkside.

LANCASTER to LONDON, by Grand Junction Railway, 2, 8-45 a. m.; 1, 5-30 p. m.

STEAM-VESSELS FROM GLASGOW.

From Glasgow to	*Time.*	*Office.*
Arran .	Wednesday and Saturday	Castle St.-Packet Office, 25 Anderston quay, 240 Broomielaw.
Ayr, Largs, &c.	Daily . . .	240 Broomielaw.
Belfast . .	Monday, Wed. Friday	9 Buchanan st., 15 Jamaica st.
Campbelton	4 times a-week . .	7 and 22 Anderston quay.
Cork .	Tuesday and Friday	43 Buchanan st., 101 Union street.
Dublin, &c.	Thrice a-week .	43 ditto, 101 ditto.
Inverary .	Wednesday and Saturday	Castle St.-Packet Office, and 15 Jamaica street.
Inverness, Oban, Fort-William Tobermory, & Skye .	Mon. Tues. Thurs. & Frid.	15 Jamaica st., 9 Buchanan street.
Islay . .	Tues. & Thurs. 6 morn.	Castle St.-Packet Office, and 15 Jamaica street.
Liverpool .	Every day . .	15 Jamaica st., 9 Buchanan st., & 16 St Enoch's square.
Londonderry, &c.	Tues. Thurs. & Saturday	7 Anderston Quay. Broomielaw.
West Tarbert	Daily, 6 morning .	Castle St.-Packet Office, and 15 Jamaica street.

*** Steam-boats with goods and passengers sail from the Broomielaw to Dumbarton, Greenock, Rothesay, and generally to all parts of the Firth, almost every hour.

STEAM-VESSELS TO DIFFERENT PORTS IN SCOTLAND.

From	*To*	*Time.*
Aberdeen .	London	Saturday evening.
..	Edinburgh . .	Tues. Wed. Thur. & Sat. 6 a. m.
..	Hull	Wednesday.
..	Inverness . . .	Tuesday.
..	Wick and Kirkwall .	Friday.

EDINBURGH HOTELS—Continued.

Harrow Inn, 54 Candlemaker Row. Agricultural.
London Hotel, 2 St Andrew Square. Commercial.
Mackay's Hotel, 9 Princes Street. Family and Commercial.
Macqueen's Hotel, 8 Princes Street. Family.
Manuel's Private Hotel, 23 St Andrew Square. Family.
National Hotel, 8 West Register Street. Commercial and Family.
Oman's Hotel, 6 Charlotte Square. Family.
Regent Hotel, 14 Waterloo Place. Commercial.
Royal Hotel, 53 Princes Street. Family.
Ship Hotel, 7 East Register Street. Family and Commercial.
Star Hotel, 36 Princes Street. Commercial and Family.
Simpson's Hotel, 5 Queen Street. Family.
Sutherland's Private Hotel, 128 George Street. Family.
Tait's Hotel, 8 Princes Street. Commercial.
Turf Hotel, 3 Princes Street. Commercial.
Waterloo Hotel, Regent Bridge. Commercial and Family.
Wren's Private Hotel, 1 Castle Street. Family.
York Hotel, 19 Nicolson Street. Commercial.
White Hart Inn, 32 Grassmarket. Agricultural.

HACKNEY COACH FARES.

DISTANCE.

For any distance not exceeding				For any distance not exceeding			
¾ of a mile,	L.0	1	0	3 miles,	L.0	4	0
a mile,	0	1	6	three miles and a half,	0	4	6
a mile and a half,	0	2	0	four miles,	0	5	6
two miles,	0	3	0	four miles and a half,	0	6	6
two miles and a half,	0	4	0	five miles,	0	7	0

TIME.

For an airing into the country and back, either by the same or a different road, at the rate of Three Shillings and Sixpence an hour.

For time spent within the City or Suburbs, for any period not exceeding half an hour One Shilling, and Sixpence for each subsequent quarter of an hour. The fares to be charged either by distance or time, in the option of the Coachman; but not by both.

Half fares in returning by the same Coach, when the charge is by distance. Tolls in addition. No King's duty chargeable.

For Coaches brought from a Stand further than the nearest, Sixpence extra.

From eleven to twelve at night, fare and a quarter; from twelve night to one morning, fare and a half; from one to six a.m. double fare. No additional fare to and from the Theatre.

No additional fare at night to and from the Assembly Rooms before twelve.

If a Carriage be detained more than ten minutes at taking up or setting down, a charge for time in addition to distance to be made.

No additional charge to made on Sundays, whether the Carriages be taken from the Stances or the Stable, unless when taken beyond the Parliamentary Bounds.

Cab and One-horse Coach fares, two-thirds of the Hackney Coach fares, *both as to* distance and time.

GLASGOW POST-OFFICE, GLASSFORD STREET.

JUNE, 1841.

Delivery of Letters.

(Office opens at 8 a. m. and shuts at 10 p. m.)

FIRST DELIVERY, 8 a. m.—with Letters by mails from London, Edinburgh, West Highlands, Ireland, Greenock, Stirling, &c. Box closes for Town Letters at 6-30 a. m.

SECOND DELIVERY, 12-15 noon—Aberdeen, Perth, Stirling, Edinburgh and East of Scotland, Paisley, &c. Box closes at 11-30 a. m.—The Letters by the Perth Mail may be had at the carriers' window, from 9 a. m. till 12 noon.

THIRD DELIVERY, 2-30 p. m.—London (day), Paisley, Greenock, &c. Box closes at 1-30 p. m.

FOURTH DELIVERY, 5-15 p. m.—Edinburgh (day), Greenock, Paisley, Stirling, &c. Box closes at 4-30 p. m.

Delivery on Sundays (at the Office only), from 8 to 10 a. m. 1-15 to 1-45 p. m. and 4 to 8 p. m.

Arrivals and Departures of Mails.

Arrival. H. M.		Box shuts. H. M.	1d. up to H. M.
11 0 a.m.	Edinburgh, stage coach, .	2 30 a.m.	3 0 a.m.
9 40 p.m.	Dumbarton and Highland Ride,	2 30 —	3 0 —
9 35 —	Stirling and Linlithgow Rides,	2 30 —	3 0 —
4 50 —	Greenock, Paisley, &c. . .	2 30 —	3 0 —
8 45 —	Ayrshire & Dumfries-shire stage coach, ...	2 30 —	3 0 —
9 20 —	Ayr, Beith, Johnstone, &c. per Railway, ...	2 30 —	3 0 —
1 30 —	London (day), ...	7 45 —	8 0 —
11 45 a.m.	Paisley, ...	8 15 —	8 30 —
9 50 p.m.	Paisley, Greenock, and Port-Glasgow, ...	11 15 —	11 30 —
4 45 —	Edinburgh (day), ...	12 0 noon	12 15 noon
8 10 a.m.	Stirling, Perth, Aberdeen, &c.	12 30 —	1 0 p.m.
3 45 p.m.	Dumbarton, steamer, . .	2 0 p.m.	2 20 —
1 50 —	Greenock, Port-Glasgow,	1 15 —	1 30 —
2 20 a.m.	Paisley, &c. . .	4 0 —	4 30 —
11 0 —	Falkirk, and Alloa, . .	3 30 —	3 45 —
2 0 —	Irish and Ayrshire, . .	4 0 —	4 30 —
8 0 p.m.	Hamilton & Strathaven, stage,	4 30 —	4 45 —
3 45 —	Stirling and Denny, stage, .	4 30 —	4 45 —
4 40 —	Airdrie, Shettleston & Langloan,	4 30 —	4 45 —
1 0 a.m.	London (night), ...	9 30 —	10 0 —
2 0 —	Edinburgh (night), . . .	9 30 —	10 0 —

A Fee of 6d. is charged from the hour stated in the last column up to the hour of despatch.

ADVERTISEMENTS.

Now open

GORDON'S BRITISH DIORAMA,

IMMEDIATELY ABOVE THE ROTUNDA, MOUND, EDINBURGH.

This unique and novel Pictorial Exhibition, which has received the most flattering encomiums from the Public and the Press, and is now attracting vast numbers of Visitors, is respectfully recommended to the attention of Strangers, Parties from the country, &c.

The Exhibition embraces the AERONAUTIKON or Aërial Flight of the GREAT NASSAU BALLOON of 1836, comprised in a Grand Moving Vertical Picture of 14 Views; together with a series of Dioramas, in which many surprising effects of light and motion are introduced.

Accompanied by Characteristic Vocal and Instrumental Music. Open from 12 to 4 afternoon, and from 7 to 10 o'clock evening. Boxes 1s. 6d. Pit 1s. Gallery 6d.

The Proprietor's Establishment in the MONTEITH ROOMS, GLASGOW, is also now open with an extensive Moving Diorama of the gorgeous CITY OF VENICE, and its environs; and other subjects of great interest.

FORTH STEAM TOWING COMPANY.

Regular conveyance for Goods by this Company's Lighters, which are Towed by Steam from Leith to Charleston, Dunfermline, and Alloa, sailing from Leith every Wednesday and Saturday, and returning every Tuesday and Friday. The Dumbarton Steamer is a powerful vessel, and the rates for Towing ships to any Port in the Frith of Forth, with all other information, will be obtained on application to

WM. B. M'KEAN, *Manager.*

Forth Steam Towing Co.'s Office,
(opposite Custom House,)

LEITH, 16th March 1842.

STEAM-VESSELS TO DIFFERENT PORTS IN SCOTLAND.

From	*To*	*Time.*
Ardrossan	Belfast	Tues. Thurs. & Sat. morn.
..	Fleetwood	Wednesday and Friday
Belfast	Glasgow	Monday, Wed. Friday.
..	Port-Carlisle and Annan	Once a-week.
..	Ardrossan	Mon. Wed. & Frid. morn.
Berwick	Edinburgh	Thursday morning.
Dublin	Glasgow	Thrice a-week.
Dumfries	Liverpool	Twice a-week.
Dundee	Edinburgh	Every morning at 10.
..	London	Wednesday and Saturday
..	Hull	Sat. even. or Sund. morn.
Dysart, &c.	Edinburgh	Twice a-day.
Fleetwood	Ardrossan	Tuesday and Thursday
Galloway	Liverpool	Twice a-week.
Hull	Edinburgh	Wednesday and Saturday.
..	Aberdeen	Saturday.
..	Dundee	Wednesday.
..	London	Daily.
Inverness	Glasgow	Monday and Thursday.
..	London	Once a-fortnight.
..	Aberdeen and Edinburgh	Friday morning.
Kirkcaldy	Newhaven	8½ a. m. 12 noon, & 4 p. m.
Kirkwall & Wick	Edinburgh	Tuesday morning.
Lerwick	Edinburgh	Monday afternoon.
Liverpool	Dumfries	Twice a-week.
..	Galloway	Twice a-week.
..	Glasgow	Every day.
..	Port-Carlisle and Annan	Thrice a-week.
London	Edinburgh	Wednesday and Saturday.
..	Dundee	Wednesday and Saturday.
..	Aberdeen	Saturday evening.
..	Hull	Daily.
..	Inverness	Once a-fortnight.
Montrose	Edinburgh	Tues. and Frid. morning.
Newcastle	Edinburgh	Mond. and Frid. morning.
P.Carlisle, Annan	Liverpool	Wed. Frid. and Saturday.
..	Belfast	Once a-week.
Stirling	Edinburgh	Twice a-day.
Wick & Kirkwall	Aberdeen	Monday.

BANKS AND BANKING COMPANIES IN GLASGOW.

Open from 10 till 3 o'clock, and on Saturday shut at 12.

Aberdeen Town and County and Ayr Banks. Agents, Royal Bank, Royal Exchange Square.

Anderston Savings' Bank. Office, Anderston Church Session House, Clyde Street.

Bank of Scotland, 66 Ingram Street. Draw on Coutts & Co. and Smith, Payne & Smith, London, and Bank of England Branches.

British Linen Company Bank, 71 Queen Street. Draw on Smith, Payne & Smith, London, on the Bank of England and Branches.

City of Glasgow Bank, 58 Virginia Street. Draw on Messrs Smith, *Payne & Smith*, London.

Clydesdale Banking Company, 13 Queen Street. Draw on Barnett, *Hoares & Co.* London. Branch—Piazza, Old Exchange.

BANKS AND BANKING COMPANIES IN GLASGOW.

Commercial Bank of Scotland, 66 Virginia Street. Draw on Messrs Jones, Lloyd & Co. Bankers, London.

Glasgow Joint Stock Banking Company, 101 Miller Street. Draw on Williams, Deacon & Co. London, and Commercial Bank of Scotland, Edinburgh.

Glasgow and Ship Bank, 12 Ingram Street, and 31 Trongate. Draw on Ranson & Co. Glyn & Co. and Smith, Payne & Smith, London, and Sir W. Forbes & Co. Edinburgh.

Glasgow Provident Bank, 86 Miller Street.

Glasgow Union Banking Company, 24 Virginia Street, and 15 Trongate. Draw on Messrs. Jones, Lloyd & Co. London.

Gorbals Savings' Bank, 23 Nicholson Street.

Greenock Bank, 64 Buchanan Street.

National Bank of Scotland, 13 Virginia Street. Draw on its Head Office in Edinburgh, and Branches throughout Scotland; on Glyn & Co. London.

National Security Savings' Bank, Hutcheson's Hospital Buildings, 2 John Street.

Renfrewshire Bank, 94 Miller Street. Draw on Sir Charles Price & Co. London; and on Inveraray, Rothesay, Greenock, Port-Glasgow and Campbeltown.

Royal Bank, west end of the Royal Exchange. Draw on Messrs. Coutts & Co. London, and all the Branches of the Bank of England; on the Bank of Ireland and all its Branches.

The Western Bank of Scotland, 10 Miller Street. Draw on Messrs Jones, Lloyd and Co. London.

PRINCIPAL HOTELS AND INNS IN GLASGOW.

Argyle Inn and British Hotel, 152 Argyle Street. Commercial.
Blackbull Inn, 12 Argyle Street. Commercial and Family.
Buck's Head Hotel, 61 Argyle Street. Commercial and Family
Clyde Hotel and Tavern, 13 Anderston Quay. Family, &c.
Commercial Hotel, 9 Glassford Street. Commercial.
Eagle Hotel, 59 Maxwell Street. Commercial and Family.
George Inn, 26 George Square. Commercial and Family.
Globe Hotel and Lodgings, 41 George Square.
Grimshaw's Private Hotel, George Square.
King's Arms Hotel, 66 Trongate. Commercial.
London Hotel, 29 Maxwell Street. Commercial.
New Royal Hotel, 1 George Square. Family.
Royal Hotel, 66 George Square. Family.
Star Hotel, 80 George Square. Family.
Tontine Hotel, Tontine, Trongate. Commercial and Family.
Wellington Hotel, 70 George Square.

REGULATIONS FOR HACKNEY COACHES AND NODDIES.

To be observed, till altered by the Magistrates.

For Half a Mile,	1s. 0d.	For a Mile and a Half,	2s. 3d.
For a Mile, . .	1s. 6d.	For a Mile and 3 Quarters,	2s. 6d.
For a Mile and a Quarter,	2s. 0d.	For Two Miles, . .	3s. 0d.

If Hired by Time.—For One Hour, 2s. 6d.

And at the rate of Sixpence for every 15 Minutes farther time.

Fares are to be charged by the distance or by the time, at the option of the Coachman, *but not by both.*

Drivers when unengaged, are, on no account, to refuse any Hire, *when offered, under a penalty.*